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page 32

HMS OCEAN LEADS BRITAIN'S LIFE-SAVERS IN DISASTER AREA



● **Helping hand** – Chef Mark Shepherd of HMS Sheffield comforts Julia Elvin on the island of Guanaja. RN chefs have a secondary role as first-aiders.

Picture: LA(PHOT) Steve Wood

MERCY SHIPS ON MOSQUITO COAST



Gulf ships at high state of readiness

HMS CUMBERLAND peels away from the aircraft carrier USS Dwight D. Eisenhower while working closely with American task group ships in the Gulf.

As Navy News went to press, a Royal Navy spokesman confirmed that British warships in the Gulf were remaining at a high state of readiness following Saddam Hussein's apparent back-down over Iraq's non co-operation with

United Nations weapons inspectors.

The coalition ships and aircraft are at immediate notice to use force in the event of Saddam's failure to honour his latest pledge.

Cumberland, whose Commanding Officer, Capt Richard Leaman, is the Royal Navy's task group commander in the Gulf, has also been exercising with the region's navies as well as enforcing

■ Turn to back page.

A ROYAL Navy task force led by HMS Ocean has left the Mosquito Coast of Central America after a harrowing mercy mission in the wake of Hurricane Mitch.

The helicopter carrier was in the Caribbean for hot weather trials when the hurricane, thought to be the worst Atlantic storm for 200 years, smashed into Honduras and Nicaragua.

Latest estimates are that 10,000 died in the storm and its aftermath and a further 10,000 are missing in Honduras, Nicaragua, Guatemala and El Salvador. Around a million people were left homeless and with little food.

Coastal and riverbank settlements were inundated with floodwater, and many of the thousands who died were buried under mud slides or swept out to sea.

West Indies Guardship HMS Sheffield was one of the first vessels to set people ashore to start saving lives and repairing the damage – and the task was daunting.

"My first-aid teams and I were the first relief workers they had seen," said Surg Lt Sue Davis, who went into Mangrove Bight on the devastated island of Guanaja.

"Neither words nor pictures could have sufficiently prepared us for the scenes of total destruction and human suffering."

The Type 22 frigate rescued Isabella Arriola Batiz de Guity, a 36-year-old Honduran teacher who had been swept away and spent six days adrift before she

was spotted by an American aircraft as she clung to debris 80 miles offshore (see p17).

Ocean was diverted from Exercise Caribbean Fury, an Anglo-Dutch amphibious exercise, and became command ship for the Navy's rescue efforts, Operation Tellar.

Also involved were Royal Marines of 45 Commando, RFA Sir Tristram – which ferried Royals and Dutch marines from Belize – RFA tanker Black Rover and Dutch frigate HNLMS Willem van der Zaan.

From Ocean, Sea Kings of 845 Naval Air Squadron and Royal Marines Lynx and Gazelles from Ocean, joined Sheffield's Lynx to ferry teams and supplies to villages swamped by the Rio Coco, the river along the border of Honduras and Nicaragua, which was running 30ft higher than usual.

Members of the RM Assault Boat Squadron ranged up to 50km upriver to distribute supplies and lend assistance, while medical and work parties were flown into isolated inland villages in the jungle.

■ RN mercy mission – pages 16-17

First Cenotaph march by Falklands veterans

VETERANS of the Falklands War marched as a group for the first time in the Cenotaph parade on Remembrance Day.

Over 130 people who participated in the 1982 campaign were led by members of the South Atlantic Medal Association to honour the 252 Britons who died in the conflict.

A wreath was laid at the Cenotaph by Brig Julian Thompson RM (ret'd) who led

3 Commando Brigade in the campaign.

In France, the Queen laid a wreath at the Menin Gate at Ypres on Armistice Day, while the First Sea Lord, Admiral Sir Michael Boyce, accompanied French President Jacques Chirac at a ceremony held at the railway carriage at Compiègne where the Armistice was signed 80 years ago.

The Poles who died in World War II were remembered by HMS Cromer when she sheltered from heavy weather dur-

ing Joint Maritime Course 983 off Scotland.

The Sandown-class minehunter stood off at Invergordon and took part in a Remembrance Day parade in honour of Polish Servicemen, many of whom settled in the area.

Cromer contributed a guard to the proceedings and members of her ship's company attended a reception at the local HQ of the Royal British Legion in Scotland where gifts and mementos

were exchanged.

Several of our readers noticed during the Royal British Legion Festival of Remembrance at the Royal Albert Hall, that female Naval personnel removed their caps.

Now that male and female representatives appear as a mixed assembly, not separated as before, this was done to give a balanced presentation. There are no plans to standardise the practice, however.

Improved jacket to round off uniform changes

A NEW weather-proof jacket which gained 90 per cent approval from participants in a trial, will be the last item of clothing to be issued as a result of the Navy's 1990s uniform review.

The high-quality jacket will replace the current windproof jacket and raincoat and is due to be issued next year or early 2000.

Made of MVP - moisture vapour permeable material - the jacket is designed to keep water out but allows the body to 'breathe'. It has a detachable, sleeved lining for winter wear.

New-design shoes for wear on board ship are made in all practical sizes - from sizes three to eight for women and six to 12 for men, including half sizes and medium and large fittings.

The lack of lasts to extend the new sole compound to shoes below size six, as reported in our November issue, applied only to the interim shoes introduced a year ago.

Last act - but such a good one!

A BUS LOAD of food, clothes and other supplies have been delivered to a Romanian orphanage, courtesy of the Royal Navy.

The gifts were collected by the ship's company of HMS London with the Plymouth-based charity Rainbow and delivered to Cernavoda orphanage, Constanta, for children with AIDS and who are HIV-positive.

London's visit came during the Type 22's goodwill voyage in the Black Sea - her last international deployment before she pays off next summer. A party was held on board for the children while a team from the ship built a new playground for them.

The ship also visited Novorossiysk, Plymouth's twinned city in Russia, carrying messages and gifts from the Lord Mayor of Plymouth. The ship also did her bit for diplomatic relations by losing 3-2 in a football match against the Russian Navy.

Before returning to Devonport on December 1, London was visiting Cyprus, Gibraltar and Casablanca. In January she is due to visit the City of London for the last time.

NAVAL HERO'S GRAVE LIES UNDER A CAR PARK

RECORDS kept by Portsmouth City Council have established that the grave of one of the first men to be awarded the Victoria Cross is under the car park of the city's continental ferry port.

The last resting place of Naval hero Thomas Reeves, who received his VC from Queen Victoria herself, was at one time thought to be lost. After the former RN rating died of tuberculosis at the age of only 34 he was buried in a pauper's grave at Portsea Island General Cemetery in 1862.

The site was used in the 19th century as a mass burial site for thousands of people too poor to afford headstones. It later became Mile End Gardens. When Portsmouth's continental ferry port was planned in the 1970s, many remains were re-interred - mainly at the city's Kingston Cemetery.

It was thought that Reeves' remains may have been among the estimated 6,000 bodies transferred to the unmarked site at Kingston, but records show that his body is still at Mile End.

Portsmouth Cemeteries Manager Fred Long told *Navy News* that a numbered reference plan of the area pinpointed Reeves' grave to a plot which lies in what was the Middle Pass of Mile End - an area from which no remains had been removed.

Greenwich Royal Naval Association member Mick Barnbrook, who runs the Victoria Cross Memorial Fund, is working towards erection of a plaque near Reeves' grave.

His campaign to erect memorials to all VC holders who have no marked graves has already succeeded in three cases - Naval men John Taylor, Henry Curtis and Rear Admiral Eric Gascoigne Robinson.

"I'm hoping that with the co-operation of the ferry port and Portsmouth Council, No. 3 Area of the RNA will be able to arrange an unveiling ceremony next August 4 - the anniversary of Thomas Reeves' death," Mr Barnbrook told *Navy News*.

"I'm hoping that enough money can be raised to pay for it - perhaps with the help of the city council."

He thought an appropriate location for the plaque would be the ferry terminal rather than the car park itself.

Ferry port manager, Martin Putman, said the port would be prepared to erect some sort of memorial. "I'm open to suggestions as to what would be appropriate," he said.

Thomas Reeves and two other ratings of the Naval Brigade fighting at Inkerman in the Crimea, received their VCs after holding back a heavy Russian attack on a British battery on November 5, 1854.

Reeves was one of 12 Royal Navy officers and men to receive their medals at the first VC investiture in 1857, but his future in the Navy was to be cut short by the illness which took hold in 1859. The whereabouts of any descendants and his medal are unknown.

Anyone wishing to make a donation to a memorial should send their contributions to Greenwich RNA Victoria Cross Memorial Fund, c/o Mick Barnbrook, 187 Longlands Road, Sidcup, Kent, DA15 7LB.

Lancaster's heading your way

THIS VIEW of HMS Lancaster is just the kind of sight that a submarine commander does not want to see through his periscope. Taken by *Navy News* prizewinning cameraman LA(PHOT) Paul Smith, it shows Lancaster during five days of Baltic exercises involving 11 warships, submarines and aircraft. The Type 23 frigate was taking part in the exercises as part of NATO's Standing Naval Force Atlantic (SNFL), and had on board a Polish naval officer

gaining experience of NATO operations before his country joined the Alliance. Besides SNFL's international squadron, the exercise involved a German destroyer squadron in the busy shipping lanes of the Skagerrak in preparation for the standing force's participation in Joint Maritime Course 983 (see page 19). Before returning home to Portsmouth on December 11, Lancaster was visiting Copenhagen, Plymouth and Santander in Spain.



Centurion's roamin' days begin



Spot the ship with the smile... RFA Sea Centurion (left) has embarked on exercises off Canada as her first deployment. The other roll-on/roll-off vessel chartered by the Navy, RFA Sea Crusader, appears in the picture with RFA Sir Percivale at their Marchwood, Southampton, base shortly before Sea Centurion left. Picture: LA(PHOT) Gary Davies.

MEDIC'S VC MAY FETCH £35,000

THE ONLY VC to be won by a Naval medical officer was expected to fetch up to £35,000 at a Spink's auction on November 25.

The Victoria Cross was awarded to Staff Surgeon William Maillard for his valour during the landing of Royal Navy sailors in the Crete Incident in 1898.

The conflict had been sparked off by Greek troops landing on the island in defiance of Turkish sovereignty. Maillard's clothing became riddled with bullets during his attempt to save the life of a wounded sailor.

Medals worn by one of the leading British admirals of World War II, Admiral of the Fleet Baron Fraser of North Cape, were also being auctioned by Spink and were expected to fetch £25,000.

The items included Admiral Fraser's Knight Grand Cross of the Bath and his insignia as Knight Commander of the British Empire, as well as campaign medals, and awards from Denmark, France, the Netherlands, Norway, the USA and Soviet Russia.

Admiral Fraser commanded the ships which sank the German battle-cruiser Scharnhorst at the Battle of North Cape, and later was C-in-C of the British Pacific Fleet. Also on sale were the pen with which he signed the Japanese surrender document in 1945, his epaulettes and his midshipman's dirk.

BLOCKADE MARKER

HMS Nottingham moves into her berth at St Angelo as she arrives to represent the Royal Navy for the 200th anniversary exhibition of its blockade of Malta, opened earlier by The Duke of York. — Picture: LA(PHOT) Gary Davies, SFP

Argentina and UK in pledge to 'dispel mistrust'

DEFENCE Secretary George Robertson and his Argentine counterpart, Jorge Dominguez, have signed a Defence Memorandum of Understanding in a pledge to work more closely together.

The agreement made at Lancaster House covered existing bilateral activities and set out further areas where there might be mutual benefit in co-operation.

Said Mr Robertson: "Today, it is right that we symbolically and publicly acknowledge the immense progress in our defence relationship and set the framework for the future."

"This is what I have called Defence Diplomacy."

"The presence of Sr Dominguez and his colleagues here today is a very clear indication of the distance we have travelled since 1982. Jorge Dominguez and I now meet for the fourth time, in a spirit of reconciliation and goodwill, and looking to the future."

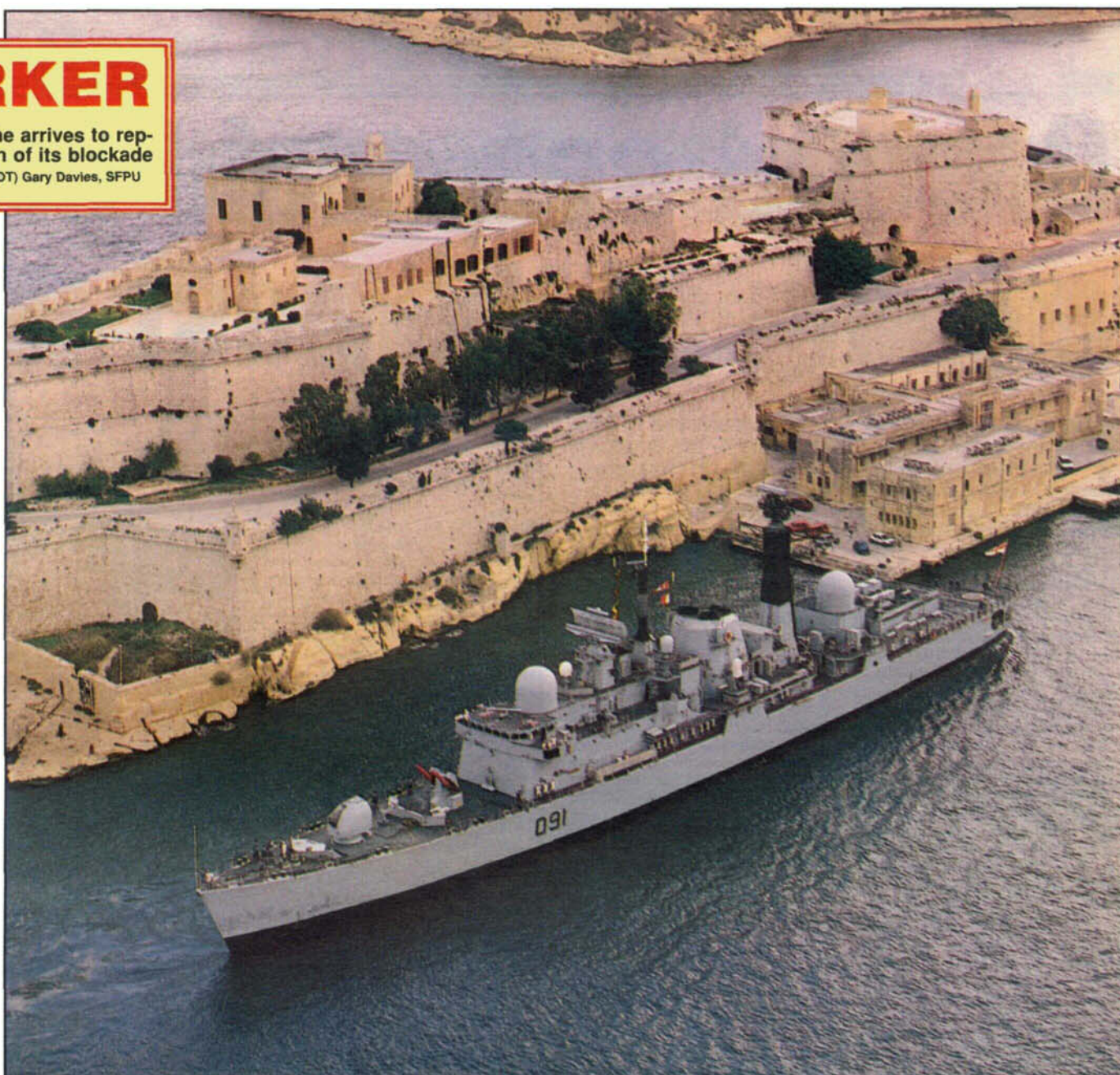
"Our forces already work together for the UN in Cyprus, in Bosnia and in Kuwait, and both

have contributed to other coalitions in the Gulf. And we have a flourishing programme of military contacts, visiting and training with each other to build the personal contacts which are so important in dispelling mistrust."

"Over the last year, our ships and aircraft have visited Argentina, and we have seen high level visits in both directions by political, official and military representatives."

President Carlos Menem, the first Argentine head of state to visit the UK since the Falklands War, was met by Lt Cdr The Duke of York — who served in the 1982 conflict — when he attended a remembrance service at St Paul's Cathedral.

While Mr Menem later restated Argentina's claim to the islands, he pledged this would be achieved by peaceful means.



Anthrax jabs held up until New Year

DUE TO supply problems, the Ministry of Defence has announced a temporary suspension of its programme of voluntary immunisation against anthrax. New stocks may not be ready until early next year.

An MOD spokesman said the interruption to supplies "although extremely unwelcome", would not require changes to plans for deployment of personnel to the Gulf.

Said Defence Secretary George Robertson:

"I want more of our personnel to have these vaccinations because they are absolutely safe and represent one very effective element in the range of protective measures

which we have in place."

The vaccine currently in use was fully safety tested earlier this year. The licence was due to expire as Navy News went to press and up to then the MOD was continuing to offer the existing vaccine to personnel earmarked for deployment to the Gulf.

Independent scientific and medical advice is that even receiving the first one or two of four doses will confer some immunity.

JACK ET JACQUES

Le Cocktail Party de Christmas

(On board HMS Whatever, dans un unidentifié port des Royaumes Unies)

'C'est what nous appelons le "Cocktail Party de Christmas", Jacques.'

'Je ne comprends pas, Jack.'

'OK. C'est un peu difficile pour expliquer, Jacques. Mais dans les basiques éléments, c'est comme ci. Nous invitons une mixture des capitaines d'industrie, des dignitaires civiques, des Vieux Comrades et so on, aussi un sprinkling de crumpet from l'Hopital Nurses Home et le Teachers Training Collège. Et puis il y a un compétition between le Wardroom et le Junior Rates Mess pour gagner la beste bird.'

'C'est clair enough so far, Jack. Donnez moi un few mots d'avis sur le procedure.'

'D'accord. Ceci est seulement mon personal préférence, vous comprenez, Jacques — mais je préfère toujours to go pour La Lady Mayoress.'

'Pourquoi? N'etes vous setting vos sights un peu high, Jack?'

'Pas du tout, Jacques, pas du tout. Elle est usually une femme d'un certain age qui est grateful pour l'attention.'

'Mmm ... C'est un attitude un peu politically incorrect, n'est-ce pas?'

'Blow ca, Jacques! Je suis seulement interested dans les results! Alors... La bataille commence! Here comes La Lady Mayoress, je crois — la femme avec le rinse bleu. Vous la voyez? Et là, la blonde formidable dans le tiny mini skirt et les kinky bottes noires qui est sans aucune doute from le Teachers Training Collège? Make votre choix, Jacques!'

'Je prends votre avis, Jack! La Lady Mayoress est pour moi!'

'OK. Since vous etes mon guest et comme un special faveur, Jacques — je suis content avec la blonde ...'

(Le next matin)

'Alors — ow avez vous got on, Jack?'

'Un désastre, Jacques! La blonde turned out to be La Mayoress elle-meme! Et naturellement le First Lieutenant a nicked 'er toute de suite! Je suis très sorry que j'ai palmed vous off avec la femme avec le rinse bleu! Je n'ai aucune idee qui elle était ...'

'Oh, elle était la Principal du Teachers Training Collège, Jack! Une femme tres intelligente! Charmante! Sophistiqué! Avec les belles jambes, aussi — Vous les avez remarqué? Et quand je quitte la Marine Nationale, elle m'a promis le position de Bursar!'



Illustrations par TWA.



Belfast old boys band together

HMS BELFAST, the World War II cruiser moored in the Pool of London, is finally to get its own association.

Incredibly, the ship best known for its part in the Battle of North Cape that led to the destruction of the Scharnhorst has never had one — even though she continued in service until 1971.

The last remaining example of a big-gun cruiser, she remains also the last major warship to have taken part in D-Day and has long been one of the capital's major tourist attractions.

Veterans interested in joining the Association can contact Ted Hill on 01708 341803. For anyone interested in becoming an active committee member, fax Sid Pickett on 0171 2541743 for details of a meeting in HMS Belfast in mid December.

● HMS Belfast arrives at her final mooring just above Tower Bridge in 1971.



Drafty

Gaps at sea could become a thing of the past

A Christmas message from
Commodore Naval Drafting

ALL COMMANDING Officers are invited to visit the Naval Drafting Directorate — the personal contact and the opportunity to discuss problems are extremely valuable.

Heads of Departments, Divisional Officers and Divisional Senior Rates, and their Royal Marines equivalents, are most welcome too.

I'm afraid, however, that we just do not have enough staff to allow individual contact between the majority of ratings and ranks themselves and their drafters, so I thought it would be of interest to outline some of the topics on which I brief visitors.

The first thing that I point out is that we are drafters and not Appointers. As well as having a much larger plot size than appointers, drafters do not have access to ratings' documents — we depend on your drafting preference forms and C240s (which clearly need to be up to date) and on information provided through the divisional system.

The Naval Service is about 1,600 RN ratings and RM ranks below complement at the moment, and when the over-use of the margin (those medically downgraded, for instance) is added, we are effectively well over 2,000 short.

I am, however, optimistic about recruiting, even in the problem areas of Warfare Branch and General Duties Royal Marines, and so expect to see gapping reduce slowly, particularly if pre-

dictions of stable premature voluntary release rates are correct, with significant numbers of hard gaps at sea eventually a thing of the past.

The result of the present shortages is, inevitably, that there are gaps, stretch and turbulence.

I very much appreciate the way that the vast majority of people we draft understand and tolerate with good humour our problems, and in particular I would mention those people who, around this time last year, accepted with very good grace drafts at short notice to ships involved in Operation Bolton.

Having said that, I would also like to pay tribute to my own staff who I think do an outstanding job under very difficult circumstances. We do not enjoy drafting people against their wishes and, at the moment, over 90 per cent of ratings and ranks are in first-preference drafts (although this does disguise pockets and I always seem to meet the nine per cent!).

I said that we are drafters and not appointers. We in the Naval Manning Agency are, however, determined to improve career management for ratings and ranks, and you will have noticed Second Sea Lord's very strong personal commitment to this.



We have a number of measures in train, with the Corps Drafting Office well advanced having reorganised and taken several initiatives, not least in the special/technical qualification area and with the Career Helpline.

In the dark blue, advancement rosters will be abolished in favour of selective promotion for all rates from 1999, although the selective element will be phased in to ensure that those currently at or near the top of the roster will not be disadvantaged.

The new software-based report form (the S3300) with its section on potential will certainly help promotion boards in their very difficult job of identifying the best candidates.

It is also one of the threads in a study to assess how best IT can be used to improve drafting, and whether drafters should have full access to ratings' documents to help them select round pegs for round holes.

The written Promotion Prospects Assessment (PPA) scheme for those qualified for Warrant Officer will be extended to other ratings in due course, probably starting in April.

You will have noticed that we are experimenting with job vacan-

cy advertisements in Navy News and Globe and Laurel and we are also conducting benchmarking exercises with other Services to identify significant areas of difference where we might bring about an improvement.

The continuity drafting trial which the Warfare Drafting Commander wrote about in the October issue of Navy News is about to get under way in Devonport.

A Warrant Officer and a POWren Writer are setting up a drafting cell in Tyne Building which will start work in April and act as a halfway house with the drafting desks here in Centurion, working very closely with Squadron Staff.

Initially the main aim is to provide a careers advisory service for Warfare junior rates in the Sixth Frigate Squadron, but we will allow the experiment to develop and assess the benefits — I suspect that everyone will want one before very long!

I have asked for (and at the time of writing look likely to receive) a large enhancement to our 1999/2000 budget to enable further

measures to allow people more direct contact with their drafters.

I hope to see each drafting section increased by two or three staff, with the initial aim that all SRs will be able to discuss their careers directly with their drafters.

I intend to reinstate the old Women's Sea Service Co-ordinator post, but in a new form with added responsibility for the management of all ratings in the margin for medical and welfare reasons.

I also hope that the Ratings Career Management Officer (D6 as was) will be joined by two additional Warrant Officers, one dedicated to career management and one to co-ordinating cross-branch issues such as requests for branch transfer (where we want to be more flexible, consistent and informative), for early release and for withdrawal of notice.

In short, we are trying very hard to make drafting more personal and more transparent for those who are drafted.

On that note, I wish you all, and your families and friends, a very happy Christmas and New Year.

Last year, the Drafty cartoon showed Santa delivering a bundle of gelignite sticks with a lighted fuse down my chimney... I wonder what this year will bring?



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Navy listens to advice on equality

THE NAVY'S commitment to providing equal opportunities was underlined during a visit by the chairman of the Commission for Racial Equality.

Sir Herman Ouseley accepted an invitation from Second Sea Lord Admiral Sir John Brigstocke, to visit the Royal Navy in Portsmouth for a first hand view of 'life in a blue suit.'

Sir Herman and CRE colleagues Mr Bob Purkiss and Dr Dwaine Neil, flew out to HMS Coventry and spent the day meeting members of the ship's company.

Later they discussed ways of improving the number of personnel joining from ethnic minorities with Admiral Brigstocke, and a number of initiatives were put forward.

At the end of a productive day, the Second Sea Lord thanked the CRE for their time and underlined the Service's commitment to guaranteeing equality of opportunity.



● Admiral Brigstocke with CRE Chairman Sir Herman Ouseley, Dr Dwaine Neil and Mr Bob Purkiss, on board a recruiting float used at high profile public events such as The Lord Mayor's Show, The Notting Hill Carnival and the Brent Festival of Light.

SITUATIONS VACANT

THE FOLLOWING are details of jobs for which the Naval Drafting Service is seeking volunteers.

LMEM(L) for SNONI. A sea-going billet based in Northern Ireland, normal LMEM(L) duties, plus driving licence, required now for nine months.

LMEM(L) for HMS Tracker (Oxford URNU) a sea-going billet based in Portsmouth, normal LMEM(L) duties, required August for 30 months.

MEM1 for HMS Bicester, a sea-going billet based in Portsmouth, AMC/MEMOC, required August for 30 months.

MEM1 for HMS Orwell (BRNC) a sea-going billet based in Devonport, AMC/MEMOC, required July for 21 months.

MEM1 for HMS Ledbury, a sea-going billet based in Portsmouth, AMC/MEMOC, required July for 30 months.

MEM1 for HMS Leed Castle, a sea-going billet based in Portsmouth, AMC/MEMOC, required July for 21 months.

CPO (any) for Cardiff URNU, a shore billet based in Cardiff, unit coxswain, May for 24 months.

CPO/PO (any) for DISC. A sea billet based at Chicksands, Bedfordshire, conduct after capture corps, required now for 30 months.

CPO AEA(R) for DNAS Wyton, a shore billet at Wyton, avionics, required January and June for 24 months.

CPO AEA(R) for HMS Ark Royal, a shore billet at Rosyth, normal refit duties, June for 18 months.

CPO AEA(L) for HMS Ark Royal, a shore billet at Rosyth, NBCD duties, June for 18 months.

POAEA(M) for RAF Wyton, a shore billet at Wyton, normal AEA(M) duties, September for 24 months.

NA(AH) for DNR, a shore billet at Wroughton, driver, required March for 12 months.

AEM for HMS Cambridge, a shore billet based at Plymouth, security duties, required August for 12 months.

AEM for HMS Raleigh, a shore billet at Devonport, security duties, required March and August for 12 months.

AEM for BRNC, a shore billet at Dartmouth, security duties, required March for 12 months.

NA(MET) for HMS Cambridge, a shore billet at Plymouth, security duties, required June for 12 months.



● Dashing ship – Type 23 frigate HMS Sutherland.

Picture: LA(PHOT) Mark Storey (FOSNNI).

Transatlantic veteran

THE FIRST of the three HMS Sutherlands was actually launched as HMS Reserve at Deptford on the Thames in March 1704.

The 4th rate, 54-gun vessel was renamed HMS Sutherland in 1716, but after a low-key career she ended up as a hospital ship on the Mediterranean Station, and by the time she was condemned in 1754 her successor was in service.

The new Sutherland, launched at Rotherhithe in 1741, was also a 4th rate, carrying 50 guns.

In May, 1758, a formidable fleet, including Sutherland, sailed from Canada to lay siege to Louisbourg, burning three French ships. When the town surrendered, Sutherland had her first Battle Honour.

The second honour followed soon after, when Sutherland joined the expedition against Quebec.

In early 1760 Sutherland joined

a squadron sent to Canada, but with the collapse of French influence in North America the ships were released for other operations, including attacks on the French islands in the West Indies.

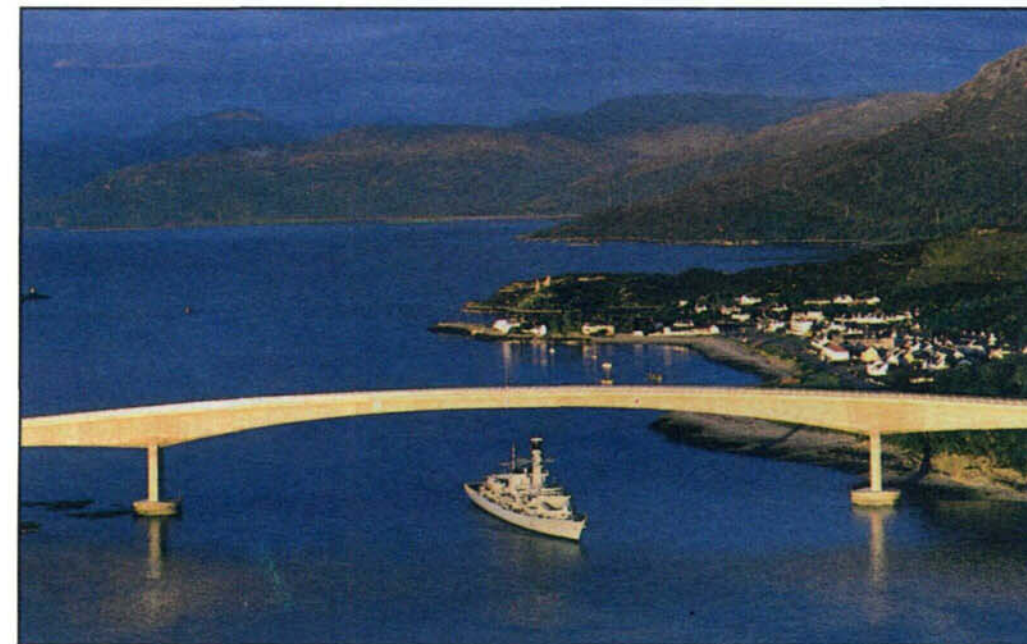
In 1761 Sutherland helped reinforce the Leeward Islands Station, assisting in the capture of Dominica.

Eight months later she was a member of the fleet which captured Martinique, winning the ship a third Battle Honour, and later that year she joined a fleet which attacked and captured Havana in August, 1762.

She was sold in 1770.

BATTLE HONOURS

Louisbourg	1758
Quebec	1759
Martinique	1762
Havana	1762



● Ship's bridge – in June this year HMS Sutherland became the first major warship to pass under the Skye Bridge.

Picture: LA(PHOT) Mick Storey (FOSNNI).

Ship's life began with a wee dram

MORE THAN 200 years have passed since the demise of the last warship to bear the name HMS Sutherland.

And although the men of the 18th century Royal Navy would recognise the term 'frigate', the modern warship is far from a lightly-armed scout ship.

Sutherland is the 13th of the Duke-class Type 23 frigates, a ship capable of landing a significant punch and capable of much more than her original design role as an anti-submarine platform.

She is extensively automated, continuing the trend towards lean-manning in modern Navy vessels.

The weapons systems and sensors are fully computerised, as are the control systems for the main machinery, the electrical distribution system, the catering accounts and the pay and personnel records of the ship's company.

Living conditions for the ratings are comfortable, with the 57 senior ratings living in four- or six-berth cabins with separate messes and the 111 junior ratings in relatively spacious messdecks, each with its own recreational area and TV.

The ship, displacing 4,200 tonnes fully loaded, carries a reference and lending library, and training and educational resources, while a physical training specialist caters for sport and exercise both on

board and when Sutherland is in port.

The frigate's range of weapons, including those carried by her helicopter, currently a Mk 8 Lynx but eventually a Merlin, allow her to fulfil a number of roles.

Her sophisticated sonar and torpedoes make her a dangerous opponent for submarines, while the vertically-launched Seawolf missiles protect her and her consorts against incoming enemy missiles or aircraft.

She could also attack other surface targets with long-range Harpoon sea-skimming missiles, and is able to provide bombardment support for forces ashore using her 4.5in gun.

Sutherland made history on her launch day, when Lady Christina Walmsley, wife of then Controller of the Navy Sir Robert Walmsley, used a bottle of Macallan whisky at the ceremony – RN ships have only ever been launched with champagne.

The Devonport-based ship, part of the Sixth Frigate Squadron, made her first 'home visit' three months after she was commissioned, calling at Invergordon in October last year – there is no jetty big enough to cope with her in Sutherland.

She worked up for her first BOST – basic operational sea training – in February and March of this year, and shortly after she was involved in her first major exercise, Strong Resolve 98.

The ship was the first major warship to sail under the new Skye Bridge, which she did in June, and later that month she visited the Estonian port of Tallinn.

Sutherland is now well into her first operational deployment, replacing HMS Edinburgh as Falklands Island Guardship.

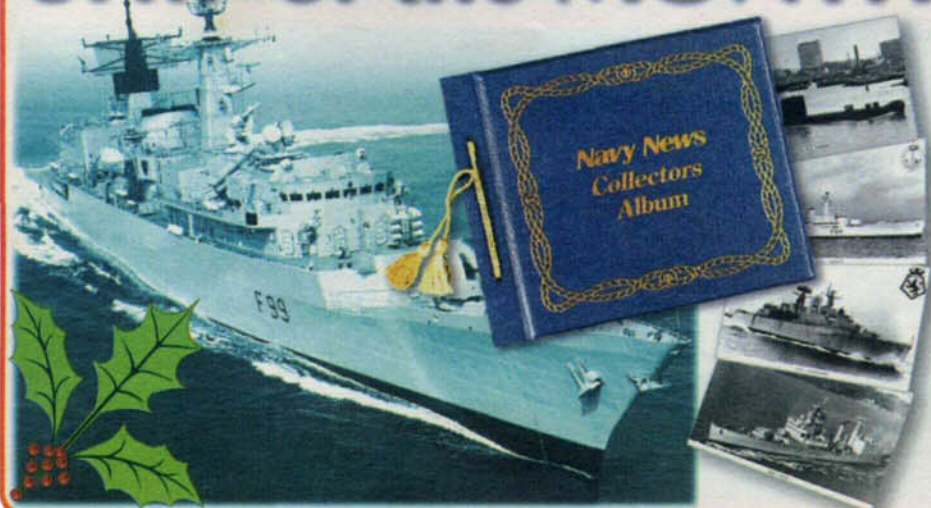
On her return next year she has a schedule of port visits which includes Barbados and Mayport, Florida, and she is due to join a major US Navy carrier battlegroup exercise at the end of the winter.

Sutherland is due back in the UK in late March.

■ Making a difference – page 10

To order black and white postcards of the 'Ships of the Royal Navy' series please contact Sarah Geary in the Business Department on 01705 826040

SHIP of the MONTH



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Letters



JACK

BY TIGER



Howard set the seal

WHY is the 'Foul Anchor' or Killick so prominent as a Naval insignia? It surely depicts an "upper deck" cock-up, an act the Navy would not wish to expose!

Now, the engine-room branch do not expose their errors, if any. The propeller is not shown fouled by any wire rope – if it was, then it would no doubt be another seamanship error. Why not a single anchor with no rope showing? – G. D. Rees, Axbridge, Somerset.

Commonly known as "the seaman's disgrace", the foul anchor – a killick is a small anchor, said to derive from the Erse word for a wooden anchor – was the seal of the Earl of Nottingham, Lord High Admiral in 1600. As Lord Howard of Effingham, he had been in command of the English forces which defeated the Spanish Armada in 1588. – Ed

Eagle egg fried on a bomb!

THE PHOTOGRAPH of the egg frying on the flight deck of HMS York (October issue) recalls a similar incident.

When covering the withdrawal from Aden in 1967, I had, on the flight deck of HMS Eagle, more ready-use armament than ever previously in my career. It was also hotter than the hobs of Hell.

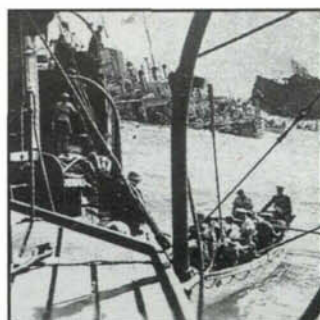
One of my comedians appeared on deck one day with a pat of butter and an egg – which he fried on the tail of a fused 1,000lb bomb! I was the Air Ordnance Engineer Officer at the time. –

M. Ayling, Bognor Regis.

Orinoco first?

EARLY in 1939 I sailed in HMS Dundee 200 miles up the Orinoco River to Ciudad Bolivar. I think we were the first British warship to do so and I wonder if any have done so since? – C. T. Mumby, Watford.

Last of the Grimsby



IN YOUR September issue I noticed the picture of the launch of HMS Grimsby – the first since World War II.

My late husband was on the last Grimsby when she was sunk in 1941 and I have a photograph of all the survivors, taken in the Western Desert with just what they stood up in.

My husband passed away just after the war and five years after serving on the Russian convoys. He was only 33.

The RNBT have been very helpful to me and my children over the years and I have never stopped taking Navy News. – Mrs P. Drinkwater, Hastings.

□ The picture above showing survivors taken off HMS Grimsby was supplied by Mr J. McHale of Leeds.

The Duke and the Kent connection

REGARDING Prince Philip's war service mentioned in your Malta feature (November issue), the following may be more accurate.

Prince Philip served as a Midshipman onboard HMS Kent in World War II when she supported shipping in the Indian Ocean.

During August 1940 the Kent joined HMS Warspite, Barham and Ramillies in the Mediterranean. Prince Philip was then transferred and promoted Sub Lt onboard HMS Malaya.

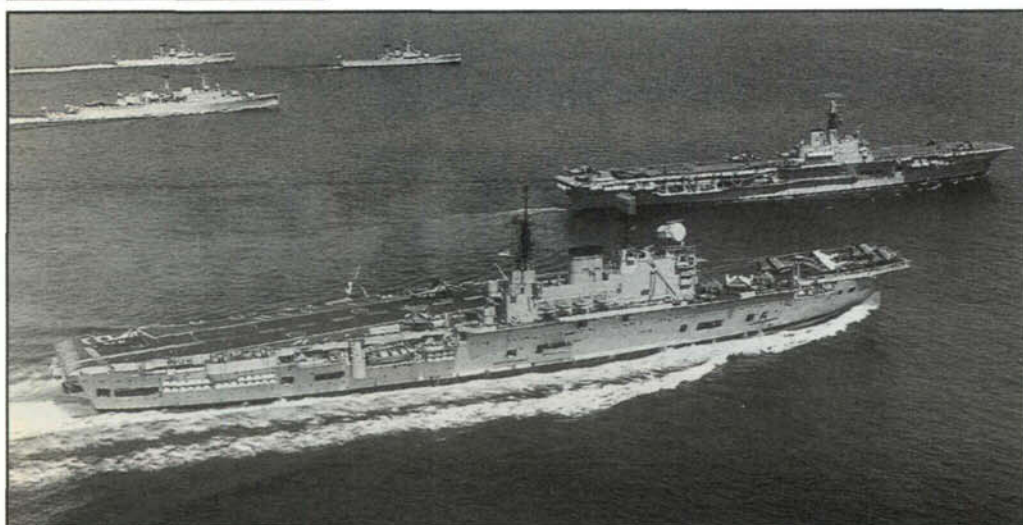
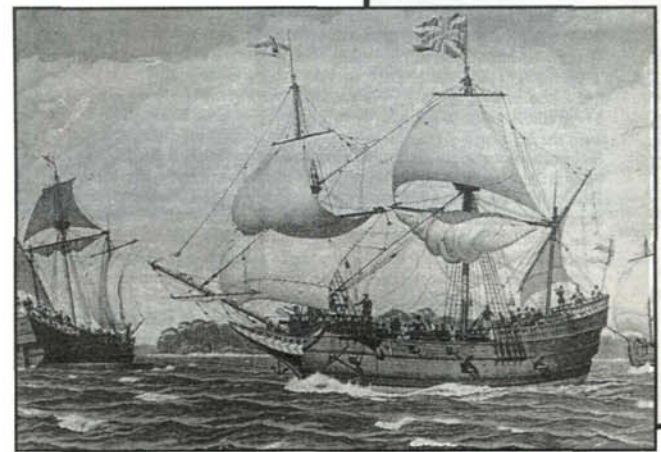
The Malaya was soon to be engaged against capital ships of the Italian fleet.

Within a few days the Kent was torpedoed and towed back to Alexandria for repairs – where she was rammed by one of our own submarines, thereby delaying her return to the UK for complete repairs.

HMS Kent then served in the Arctic supporting Russian convoys. – R. Sutherland, Sec HMS Kent Association, Kidderminster.

Showing the flag

REGARDING the recent debate on the origins of the Union Flag, this picture taken from a painting by Griffith Baily Coale hanging in the State Capitol, Richmond, Virginia, shows some of the first ships to fly it. Approaching Jamestown Island on May 13, 1607 are the *Susan Constant* (Capt Christopher Newton), the *Godspeed* (Capt Bartholomew Gosnold) and the *Discovery* (Capt John Ratcliffe) – S. Greenstreet, Stockbridge, Hants.



● HMS Eagle (foreground) with HMS Albion, Minerva, Ajax and London off Aden, November 22, 1967.

Southern Cross corvettes

I WAS in Williamstown, Melbourne earlier this year when I came across HMAS Castlemaine tied up alongside. A chap on board asked me if I'd like to have a look around – after jokingly asking if I was a Pom! – and I accepted his invitation.

They are doing a wonderful job of renovating this corvette and are giving guided tours at weekends and on holidays. – R. Copperwaite, St James, Northampton.

P. COY's letter re the Bathurst-class ocean minesweepers (October issue) reminds me of two very happy and interesting years I spent on loan service to the RNZN in HMNZS Stawell in 1956-58.

Stawell was then the only Bathurst in commission in the RNZN of the four given to them by the RAN in 1952.

She was used for general training,

including wire sweeping. Based in Auckland, taking RNVRs and Sea Cadets for sea training from there and from Wellington, Littleton and Dunedin, she was the ideal ship for visiting many parts of New Zealand.

She acted as a corvette during a joint RAN RNZN exercise "Astrolabe" in the Tasman Sea in December 1957 – the one corvette in company with two carriers and sharing the screen with destroyers and frigates!

A problem before the exercise was that the ship was only fitted for fuelling astern and no ship could supply astern. So we had the necessary eye plates fitted to receive abeam – in very little space.

We fuelled from HMAS Melbourne which towered above us at the wash-up her captain said he felt like saying "How many gallons do you want?" – Lt Cdr G. Mitchell, Weymouth.

● Below: HMNZS Stawell



No.533 45th year

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Credit due all round

THROUGH your paper, I and many other Mancunians would like to thank the crew of HMS Manchester for a very memorable day – when the ship received the Freedom of the City.

I'm not a Navy man, but I felt a great sense of pride after seeing and speaking to some of the crew.

They were polite, courteous and a credit, not only to their ship but to the Senior Service and our country and I know they will be a credit to the city whose name they bear wherever she sails. – G. Winstanley, New Moston.

More prison ship survivors give accounts of life in captivity

ATROCITIES ABOARD LISBON MARU

HONGKONG POWS IN
IN HOLD AS SHIP
WAS SINKING

ALLEGATIONS AGAINST JAP
INTERPRETER AT WAR
CRIMES TRIAL TO-DAY

ILL-TREATMENT OF SOLDIERS
IN SHAMSHUPO AND HAPPY
VAILEY CAMPS

DIARY FROM HELL

THE story of the sinking of the Lisbon Maru on October 1, 1942, when over 840 British and Canadian prisoners of war lost their lives, was told at the War Crimes Court at East Point this morning when Niimori Genichiro, civilian interpreter attached to the Japanese, in Hongkong, faced eight counts of committing atrocities against prisoners of war. It was alleged that after the vessel had been torpedoed, Niimori ordered that the POWs be batted down in the



● Ernest Plowman - thanks God for his freedom.

My three years of slavery in Japan

A FELLOW prisoner of John Moore's, Ernest Plowman, was also a survivor of the Lisbon Maru. He remembers walking down the listing deck of the ship and straight into the sea.

After seven hours in the water he was picked up by a Chinese fisherman in a sampan and towed to an island.

He said: "We, the survivors on the island were eventually recaptured by the Japanese and taken to Shanghai where we spent 24 hours standing on the dockside, virtually naked, having lost all our kit, cold and hungry, before being shipped on another hell ship, the Shinsu Maru, to Japan to spend nearly three more years' slavery till the end of hostilities."

A Royal Engineers staff sergeant at the time, Mr Plowman knows of five other survivors of the Lisbon Maru in the South of England.

"I am now in my 90th year," he said, "and I thank God for the many years of freedom I've had."

POIGNANT reminders of the sinking of the Japanese freighter Lisbon Maru, in which more than 840 British prisoners of war died, have been uncovered by Navy News as a result of survivors' stories featured in our October edition. Among the sad mementos which have reached us are a prison-camp diary kept at great risk by one of the survivors of the ship, and a tattered newspaper cutting reporting a war crimes court martial in 1946.

The newspaper item, from *The Hong Kong Morning Post*, reports the trial of a Japanese civilian interpreter, Niimori Genichiro, who faced eight charges of committing atrocities against Hong Kong prisoners of war while working for the Japanese Army.

It was alleged that he gave the order to batten down the hatches of the prisoners' holds when the Lisbon Maru was torpedoed by the US submarine Grouper.

As well as accusations that Genichiro had ill-treated prisoners in Hong Kong camps - one ironically named 'Happy Valley' - he was charged with ordering Japanese guards in the Lisbon Maru to fire on prisoners breaking out of the hatches and on those in the water.

The cutting was sent to us by Mr Cyril Justice who, as a National Serviceman in the Royal Marines in 1945-47, guarded Japanese prisoners of war at Stanley Prison, Hong Kong and encountered Genichiro.

The camp diary was brought to us by Mr and Mrs Bill Theobald. It was written by Mrs Carole Theobald's father, the late CPO John (Pony) Moore, who served in the Royal Navy from 1925-50.

He was a telegraphist in Hong Kong when the Japanese invaded and was one of those who was herded on board the Lisbon Maru for transportation to Japan.

He pencilled his diary secretly in the prison camp at Kobe which he eventually reached after his harrowing journey. He compiled it at night, keeping it hidden from the Japanese by wrapping it in a waterproof bag and immersing it in the camp cesspit.

It is not so much a diary of day-to-day events, but of jottings and verses - some romantic, others biting and bitter - which provide an insight into the mood of many of the captives.

One of the verses, which John Moore may have penned himself, catalogues the fate of the men of the Lisbon Maru. This extract conveys the horror of the sinking:

*It's a sight I'll remember to the last,
There were still people clinging to the mast.
She settled there, her masts above the waves,
Dragging the unfortunate to their watery graves.*

The verses do not reserve their recriminations entirely for the Japanese. The sense of being a 'Forgotten Army' rings out in these lines from a verse about the fall of Hong Kong entitled *The Boys That Churchill Had Forgotten*. It conveys a disillusionment more prevalent in World War I songs:

*The hotel bars were doing lots of trade,
The officers were there upon parade,
They'd planned out every movement for this great campaign,
But the only shots that they had were whisky or champagne.
They said: "We'll have one more and then attack"
But saw the aeroplanes and doubled back,
And the only time they led us
Was when anybody fed us,
You poor boys that Churchill had forgot.*

In contrast to the bitterness, there is also true hope and patriotism. As in this simple but poignant reflection:

*I lay on my pillow one evening
Bemoaning my sorrow and pain
When a gentle voice came from the shadows:
"Have you really cause to complain?"*

*Then humbly I blessed my Creator,
And the sons of the Land of the Free,
And I thanked the people of England,
Who are fighting my battles for me.*

Alongside the hope, there's humour. Among the jottings is the 'Latin' motto *Illegitimus non carborundum* with the translation "Don't let the bastards grind you down."

John's conviction that some day he would get home is emphasised by his detailed calculations as to how much back pay and leave he had built up since the beginning of the war.

There's also a recipe for Jamaica Nog, and notes on how he planned to redecorate his home when he returned - how he would put up cupboards, shelves, lighting and

obtain "a small table for fireside use." All this was written in small, neat writing and each day committed to the cesspit hiding place.

Some of his most moving entries are love poems, obviously with his wife, Edith, in mind. And as if to remind himself of familiar songs, he lists titles and lines from popular tunes of the day, headed by *For all we know we may never meet again*.

● CPO John Moore - at home in 1948. He hid his diary in a cesspit while a prisoner of the Japanese.



The decommissioning of the former

HMY BRITANNIA

Willraynes was commissioned to supply the royal yacht with Port presentation boxes for the decommissioning last year. The design was approved by The Queen. Each box has a numbered certificate recounting the historic voyage made via Hong Kong. A limited edition of these boxes, with a case of delicious Christmas wines is now available to the public.

Willraynes offers a range of high quality wines and gifts which include hampers, silk lined presentation boxes, baskets, crystal glasses, wines and Champagnes which can be personalised with your name and logo on the label. Our products are superb in quality and originality and our clients include the Military, HMS Victory, the Financial Times, Jaguar, Mercedes Benz etc.

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'No more work! War over'

DURING the VJ-Day commemorations in 1995, John Moore, then aged 85, gave this account of the moment he knew the war was over:

"I was working in the railway goods yard in Kobe on that day, when all of a sudden the Japs all went away into the goods yard building and left us alone.

"The loudspeaker came on and a voice

began slowly speaking. It was the Emperor telling them the war was over. All the Nips began to bow like robots. Next thing we were told: 'No more work! Back to camp! War over!' And so it was. No more slave labour for us."

But: "Through their treatment of us PoWs, I know what malaria, dysentery, wet and dry beriberi, and night blindness is all about..."

Record breaker is welcomed ashore

THE ROYAL Navy had a small part to play in a new sailing record set by American yachtswoman Karen Thorndike.

Karen has become the first US woman to successfully solo circumnavigate the world in open ocean and around the five Great Capes.

Her journey took her around Cape Horn (South America) Cape of Good Hope (South Africa) Cape Leeuwin (south of Perth) South East Cape (Tasmania) and New Zealand's South West Cape.

The voyage began in San Diego in August 1996, but in February 1997 she became ill in severe weather 300 miles from the Falklands and was forced to radio for assistance.

HMS Norfolk heard her distress call and took her on board for medical treatment while four volunteers took her yacht 'Amelia' to Port Stanley.

Karen was soon on her way again and when she finally arrived back at her home port after 33,000 miles of sailing, she was congratulated on behalf of the Royal Navy by Lt Cdr Dave Harding (below) who is currently on exchange with the US Navy in San Diego.



People in the News

Families reunited – thanks to the Navy

WHILE most family reunions have to wait until the end of a deployment, three families have been brought together in the line of duty.

Brothers Martyn and Richard Dorey, who have clocked up 38 years service between them, ended up working in the same department in the same ship for the first time in their careers.

CPOMEA Richard Dorey was drafted to HMS Somerset in Gibraltar, six days before his brother POMEM Martyn Dorey left the ship after a three-year stint.

Although both are marine engineers, their paths had never crossed before, even though they both trained at HMS Sultan and had drafts to Captain Fleet Maintenance in Plymouth.

There was also a surprise in store for Lt Cdr John Clink, the Navigating Officer of HMS Invincible, as the ship conducted a normal day of flying operations.

Young pilots from 899 Naval Air Squadron were making their first deck landing on the carrier, and one of them was Lt Cdr Clink's younger brother, Lt Adam Clink.

John claimed to have been more nervous than he had been with any other jet recovery, but once Adam was safely on board, he said: "I'm very proud of my brother, he's a very talented pilot."

Adam was also full of praise for his elder brother's conduct of the 20,000 ton aircraft carrier saying: "I trust him implicitly."



● **BROTHERS IN ARMS:** CPO MEA Richard Dorey (left) with his brother POMEM Martyn Dorey were reunited on board HMS Somerset in Gibraltar. Picture: Cpl Steve Lancaster RAF.

Their reunion, though, was short lived. Adam had only three hours on board before flying back to Yeovilton while John returned to his duties on the bridge.

Another family connection emerged during a visit by Downside School Combined Cadet Force to the Trident submarine HMS Victorious.

One of the youngsters was 13-year-old James Lombard, whose father is Cdr Dids Lombard, Commanding Officer of the submarine's starboard crew.

The cadets had a unique view of the boat at Faslane while she was high and dry on the Clyde Naval Base's shiplift.



● **FLYING VISIT:** Lt Cdr John Clink congratulates his brother Lt Adam Clink after his first deck landing on HMS Invincible.



● **HELLO SON:** Cdr Dids Lombard and his 13-year-old son James during the visit to HMS Victorious.

"Constantly dealing with mutilated bodies in N. Ireland is enough to give anybody nightmares and depression"

As a war correspondent I've seen, first hand, the most appalling injuries and mental pressures our Armed Forces endure, leaving thousands of them crippled for life both physically and mentally.

Ray, as a young NCO in N. Ireland is just one of them.

The task of dealing with horrifically mutilated bodies finally took its toll leaving him trapped in a world of nightmares and severe depression.

Combat Stress helps care for victims like Ray with support in the community together with treatment and respite care in one of its three nursing homes.

Unfortunately, tender loving care doesn't come cheap these days, it all costs money. Something Combat Stress is short of. Please help. A donation (no matter how small) can make such a difference to those who have given so much.

Thank you.

Markin Bell



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Fishery spokesman gets his feet wet

FISHERIES spokesman Andrew George MP caught a first-hand view of life with the Fisheries Protection Squadron during a flying visit to HMS Anglesey.

After joining the ship in Falmouth, the Liberal Democrat MP for St Ives and Newlyn was soon on board a Newlyn trawler with Anglesey's boarding team for a routine inspection.

This unique insight allowed him to see the hazardous conditions of deep sea fishermen and to observe the methodical and highly detailed process employed by RN fishery protection officers responsible for checking paperwork, fish stocks and nets.

At the same time, the somewhat shocked trawler skipper and his crew were offered the chance to raise current fishing industry issues with their local MP!

Mr George took part in two more boardings, one of which was a French stern trawler operating within the British 200-mile limit. His stay was punctuated with briefs and discussions with the ship's company on safety at sea, equipment, the organisation of the Fishery Protection Squadron and its patrol patterns.

And the action-packed visit ended in style as Mr George was winched off the deck by a Sea King from RN air station Culdrose and returned to his constituency.



● **WELCOME ABOARD:** Liberal Democrat fisheries spokesman Andrew George MP (second from right) caught a first-hand view of life at sea in the Fishery Protection Squadron during a visit to HMS Anglesey.



People in the News



In brief

New boss for the RFA

CAPTAIN Peter Lannin has been named as the next Commodore of the Royal Fleet Auxiliary.

Capt Lannin, currently CO of RFA Fort Austin, will succeed Commodore David Squire, who is retiring from the Service in March.

US prize for RN officer

A ROYAL Navy officer on US exchange is the 1997-98 winner of the Boyle Somerville Memorial Prize.

Lt Charles James Hunt won annual £100 prize, intended to encourage research into the sciences of meteorology and oceanography, for his work on the minewarfare capability of acoustic models.

Invincible awards

MEMBERS of HMS Invincible's ship's company have been presented with awards by her CO.

Capt James Burnell-Nugent handed over £350 from the MOD's 'Gems' ideas award scheme to Lt Cdr Neil Cottingham, for the money-saving advice he gave during the design and building of a fire-fighting training building at RN air station Culdrose.

Capt Burnell-Nugent also presented the 'Coconut Cup' to the ship's chefs and stewards for their outstanding work during several high-profile events.

These included a visit by Polish President Lech Walesa, a dinner for C-in-C Fleet, VIP staff and college sea days and four days of intense activity during the International Festival of the Sea.

The quarterly award, presented to the department or individual who has contributed most to the performance of the ship, was received on their behalf by WSTD Rosa Jervis and CH Stevie Benn.

Commendation for courageous cadet

SEA CADET Terry Roots pulled a drowning man from the Thames – then had to fight him off as he attempted to take over his boat.

LC Terry Roots, coxswain of Wandsworth Unit's 7.5m Ceverton, was working north of Wandsworth Bridge when workmen on the shore signalled that someone was in the river.

Terry managed to pull him out – but was punched and kicked when he refused to let the disturbed man drive the boat.

Terry (17) mindful that he had a number of juniors on board, tried to bluff the man, saying they had run aground when picking him up and damaged the propeller. He switched the engine off, gave the keys to one of the junior cadets and ordered the rest of the crew to put out the anchor.

As the man calmed down a bit, Terry managed to pass a message to his unit by mobile phone that they were aground and required an ambulance and assistance.

"I wondered why he required assistance if he was only aground, because all he had to do was wait on the rising tide and he would float off," Lt Don Holland told Navy News.

"So I rang him back and asked where he wanted the ambulance to go once he was under way again and the cadet who answered said

they still needed the ambulance at the Wandsworth refuse site.

"I was now getting a little suspicious so I sent one of the ASCs to pass a message to the First Lieutenant, who was afloat in the unit's Champ, to proceed down river to the Ceverton as they seemed to have some problem or other.

"On arriving at the Ceverton the Chief asked what the problem was and Terry said he thought it would be a very good idea if they were to transfer all the cadets into the Champ.

"The Chief asked why – but Terry just repeated he thought it would be a good idea and then the Chief caught on.

"Having ordered the ambulance I drove down to Putney Pier where I found the First Lieutenant and Terry trying to persuade this man to move up the pier.

"He was becoming more aggravated so I instructed Terry to take both the boats and move away



● LC Terry Roots, from Morden, receives his commendation from Rear Admiral Jonathan Band, Assistant Chief of Naval Staff.

from the pier so the man couldn't get back into one of them and so that the cadets wouldn't be around if he managed to throw himself back into the river."

Eventually the ambulance arrived and the police were called, the man being detained under the Mental Health Act and taken to a secure hospital.

Terry's rescue of the disturbed man and the protection he gave his young crew has earned him a Commendation signed by the Chairman of the Sea Cadet Association.

And to recognise its importance, the certificate was presented by the Assistant Chief of Naval Staff, Rear Admiral Jonathan Band.

Posthumous award for life-saving aircrewman

A FORMER Navy search and rescue aircrewman who was swept away after rescuing ten merchant sailors has been given a posthumous bravery award.

Bill Deacon gained a Prince Philip Helicopter Rescue Award from the Guild of Air Pilots and Navigators.

He was aircrewman of a Bristol helicopter on contract to the Coastguard when it was called to the cargo ship Green Lily which had been forced on to rocks off the Shetland Isles in November last year.

Mr Deacon was washed into the sea by giant waves and 70mph winds. He had served in the Royal Navy in the 1960s and 1970s.

Fastest man

YEOVILTON'S NA Gareth James won a magnum of champagne from King George's Fund for Sailors for a fast finish in the London Marathon.

Gareth's time, three hours 13, was the quickest of the 28 people in the KGFS team and he raised £500 in the process. The prize was presented by charity director Capt Martin Appleton.

Sharon is riding high

AN OUTSTANDING contribution to FOSNNI Command Staff at Faslane earned LWTR Sharon Brown a Herbert Lott Award.

During her 30-month draft, LWTR Brown constantly undertook fresh challenges in her work and brought great credit to the Service in competition show jumping with her horse, Prima Donna.

The award for efficiency was presented by Flag Officer Scotland, Northern England and Northern Ireland, Rear Admiral Alexander Gregory.



Submarine hunters clock up 9,000 hours



● SUBMARINE-HUNTING helicopter squadron 820 NAS has seen three of its pilots achieve the milestone of 3,000 flying hours each. Lt Bruce Morrison, Lt Cdr Mark Deller and Lt Mark Tetley are pictured in RFA Fort Victoria. The squadron has been embarked in RFA Fort Victoria for two deployments this year, in the Persian Gulf for Operation Bolton and off Scotland for JMC 982.

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Marines take on mighty challenge

CYCLING the length of Britain, canoeing across Scotland then climbing three peaks in a day – a team of Royal Marines chose the hard way to support charity.

The participants from 847 Naval Air Squadron at Yeovilton got an early taste of the discomforts ahead on Exercise Caledonian Deliverance when they were up at 0730 on a wet, windy Sunday to

start from Land's End.

The cycling was completed in two groups, with each team leapfrogging the other by minibuses to a halfway point, at which point they would take over – each team to cover between 75 and 90 miles.

Overnight stops at Norton Manor Camp, Taunton, RAF Stafford, Warcop Camp north of Lancaster, Glasgow and Inverness proved welcome breaks.

Arrival at John o'Groats – after a day of foul weather – was only a temporary respite, as the following day another early start saw the plucky fund-raisers drive back to Fort William, climb in their canoes, and start to paddle north-west along the Caledonian Canal.

Good conditions meant the Royals got ahead of schedule, although the second day saw them struggling on a choppy Loch Ness in strong winds before getting their heads down for another early call.

The final phase started at 0530 the following morning with a drive to Ben Nevis, which despite being familiar yomping fodder for the Royals still proved a painful four hours after the exertions of the

previous eight days.

Back in the minibuses and the team headed for Scafell in England; by now more than two hours behind schedule the climbers tackled the peak in the dark, and after a brief burger/wets/curry stop, the buses were off to Wales, which produced the wettest and windiest weather of the expedition.

"The climb was quiet apart from the sound of the rain seeping through your Gore-Tex and the wind howling about the hill," said Sgt Spot Watson RM.

Nursing sore knees, the team completed their toils, and as a result Children in Need and the King George's Fund for Sailors were £5,000 better off. Support was lent by Yeovil Cycle Centre, the Carphone Warehouse and Tesco.

They have also thrown down the gauntlet – has anyone else attempted such an exercise?

Participants were: Capt Gareth Green, Lt Jase Atherton, Lt Lenny Brown (organiser), Lt Al Dinmore, Lt Jase Franks, Lt Phil Hutchinson, Lt Dave Westley RN, WO1 Jack Frost, WO2 Barney Barnwell, C/Sgt Flo Flower, C/Sgt Andy Usher, Sgt Harry Robbins, Sgt Spot Watson, Cpl Al Stevens, Mne Scotty Burn and Mne Kev Swainson.



Anoraks ahoy!

ROYAL Navy staff at Abbey Wood raised more than £250 for the Cancer and Leukaemia in Childhood trust in a Pullman Pump trolley fancy dress race near Taunton.

The team went as the Trainspotters, much to the amusement of the genuine railway enthusiasts present.

"Being experienced senior rates we just raided our own wardrobes," said CPO Taff O'Donoghue, who with his fellow spotters works at the Command Systems area of DSWE.

Pictured with a local enthusiast before the two-mile return trip are CPO O'Donoghue (back left), CPO George Mennim (back right), CPO Matt Waterfall (front left) and PO Paddy McGall.

A team of civilians from the Ships Support Agency also took part.

Frigate aids slum children

HMS SUTHERLAND called in to Rio de Janeiro on her route south in order to make a difference at a children's refuge.

As well as attending a Defence Industry Day, the Type 23 frigate provided specialists under the 'Make a Difference Day' scheme to undertake tasks from furniture refurbishment to wiring a new extension.

Sutherland's efforts were building on earlier

work by HMS Edinburgh, the previous Falkland Islands Guardship.

Through their interest, the profile of the Casa Jimmy's shelter has been raised throughout Rio.

Casa Jimmy's, a charity registered in Britain, runs the refuge in an effort to reduce the problem of child prostitution and drug abuse in the slums, and to ensure children have a safe environment to return to in the evenings.

Swim raises asthma cash

SEVEN Fort Blockhouse swimmers notched up more than ten miles between them in a sponsored fund-raiser for asthma research.

The furthest distance was just over 3.5 miles, by Mark Burton, while the 2.1 miles swum by Stuart Millar yielded £178.50.

The other five were Joseph Todd, Natalie Girdler, Nicola Corkish, Katrina Karmody and Andrew Ungar.

The team raised nearly £500 between them.

The tenth anniversary Great British Swim is an attempt to get participants to log 6,629 miles between them – the distance around the UK coastline.

Last year's event raised £216,000, and in all the first nine years has produced more than £1 million for research into the causes and treatment of the condition.

Frank efforts help the blind

A FORMER Navy diver who raises funds to help train guide dogs for the blind has made an appeal for stamps.

Drew Johansson, of Belfast, was a Royal Marine until an accident in the mid-1970s which left him in a coma and confined to a wheelchair.

He was also left blind in one eye and with tunnel vision in the other, so he took on the role of collecting used postage stamps which he sells to raise funds for the Guide Dogs for the Blind Association.

Any stamps, including foreign ones, can be sent, free of charge, by marking the envelope

Freeport Guide Dogs for the Blind, and posting it to Drew at 24, Springbank Drive, Poleglass, Belfast BT17 0QN.

Pickle pickings

A PICKLE Night dinner at RAF Waddington, Lincoln, helped swell the coffers of a Sea Cadet unit.

Members of the RN Element Air Warfare Centre, presided over by WO Doug Branson, were joined by members of the RM, RAF, RAAF, Royal Signals, Intelligence Corps and REME, and £140 was handed to TS Wrangler, members of which had put on a display of Naval piping.

In Brief

MEMBERS of HMS Victorious have helped charities in the submarine's affiliated town, Burton-on-Trent.

Cdr Dids Lombard, Commanding Officer (Stbd), presented a cheque for £250 to the Queen's Hospital MRI Scanner Appeal, while a cheque was also presented to the Crown School.

FOOTBALL gifts from clubs including Chelsea and Arsenal have helped a disabled boy.

CPO Tony Matthews, of London RNR unit HMS President, held an auction which raised £450, allowing the Gabbitas family, from Kent, to complete fund-raising for a vehicle equipped with a wheelchair lift to help Daniel (5), who was born handicapped.

GOLFERS and runners from HMS Illustrious helped raise the profile of the ship's affiliation with the Federation of Cinque Ports while raising nearly £2,000 for charity.

The golfers played six courses in three days, while runners went from Portsmouth to Sandwich, through the Cinque Port towns.

MEMBERS of 848 Naval Air Squadron at Yeovilton have presented a cheque for £250 to the Yeovil Opportunity Group – money from organisers of the Dartmouth Regatta after the squadron's participation.

A COFFEE morning at HMS Collingwood raised nearly £300 for the Macmillan Nurses Cancer Appeal. Cakes and biscuits were provided by the Collingwood Wives Club.

A HORSE racing evening and a combination marathon by members of HMS Sultan raised £9,500 for meningitis victim Kimberley O'Connor, who lost both her legs after contracting meningococcal septicaemia.

A RAFFLE held on HMS Beaver while the Type 22 frigate was open to visitors at Liverpool raised £400 for the Premature Baby Unit at the Royal Bolton Hospital.

CCY Eddie Holbein and CRS Jan Langley got autographed shirts and footballs from Merseyside clubs and Bolton Wanderers, aided by ex-Beaverite Rob Gower, who runs a Peugeot car dealership.

A CLAY pigeon shoot for the RN Benevolent Trust raised a record £20,333 to help refurbish Pembroke House, a residential home at Chatham for former sailors and marines, said organiser Capt John Wills.

Next year's shoot will be held on Friday, May 21.

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Volunteers and children from CHICKS – Camping Holidays for Inner City Kids – board RFA Orangeleaf at Devonport. They also took a boat tour and received souvenirs at the base museum.

FREEDOM IN FORCE IN TWO CITIES



● Lord Mayor of Manchester Cllr Gordon Conquest hands over the Freedom Scroll to HMS Manchester's Commanding Officer, Cdr Alistair Halliday.

THERE was a big turnout to watch HMS Manchester receive the Freedom of her namesake city from the Lord Mayor, Cllr Gordon Conquest.

The beautifully illuminated Freedom Scroll was handed over to the Type 42 destroyer's CO, Cdr Alistair Halliday, at a ceremony also attended by her affiliated 5/8 King's Regiment.

The ship's company then exercised their right to march through the city with "bayonets fixed, band playing and flags waving", finally moving on to a civic reception.

During the following days HMS Manchester took every opportunity to further cement her close links with the city, providing tours and receptions with numerous affiliated organisations including the Manchester Naval Officers Association and the WRNS Association.

Laid on for the visitors were the traditional visits to Coronation Street, Manchester United and soccer and rugby fixtures against local sides. Many of their hosts enjoyed a day at sea with the ship before she departed for exercises in the Clyde areas.

Fine scrollwork for Manchester guardians –

HMS Manchester spent the first half of this year as part of NATO's Rapid Reaction Force, the Standing Naval Force Atlantic, taking part in three major exercises in Norway, Iceland and North America as

well as many other operations with her NATO allies. She visited a total of 14 ports in nine countries.

The ship is hoping to continue to promote the city in the

coming months – and with Manchester selected to host the 2002 Commonwealth Games is looking forward to flying the newly designed "Games Flag" as she continues her travels.



● "With bayonets fixed, band playing and flags waving" – HMS Manchester exercises her Freedom for the first time in the streets of her namesake city.

– and a lacy welcome for Nottingham



TEN members of HMS Nottingham's ship's company cycled up to Nottingham from Portsmouth to raise £1,200 for the city's New Appeals Organisation.

Their efforts – and those of the rest of their shipmates who have collected a total of £6,000 over the past year – were praised by the Lord Mayor Cllr Joyce Donn as the Type 42 destroyer exercised her right to the Freedom of the City.

After docking at Hull – the nearest port with suitable deep water berthing facilities – her people paraded outside Nottingham Castle (not the one of Robin Hood's time, that was destroyed by Oliver Cromwell), then marched down through the busy streets to the Old Market Square.

They were led by the Royal Marines Band of Scotland and the parade ended with a spectacular flypast by the ship's Lynx helicopter.

This was HMS Nottingham's first visit to the area for 18 months. The many strong ties the ship has with local organisations were reaffirmed – the first being with the local Mansfield and Castle Rock breweries. A Notts County football match against local rivals Lincoln City was a popular item as were trips to the Arnold British Legion, the Nottingham RNA and a soccer match against the 3rd Battalion Worcestershire Sherwood



● Above and inset: Swathed in the famous local lace, Lord Mayor of Nottingham Joyce Donn inspects HMS Nottingham's ship's company exercising the Freedom of the City.

Foresters. The ship's team now remains unbeaten in nine games...

There was strong local media interest in the visit. For the passage from Portsmouth to Hull the ship played host to BBC TV's *East Midlands Today* programme which provided two prime time items on life in today's Navy. There were inter-

views on Radio Humberside and Nottingham, while the ship provided an ideal backdrop for an Armed Forces Careers Office Forum.

HMS Nottingham is currently on deployment in the Mediterranean and will take part in two NATO exercises before returning home just before Christmas.

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This elegant collection of brooches has been exclusively designed for Navy News by Sceptre Jewels of London. Each piece carrying a British hallmark. Either as a birthday or for an anniversary these elegant brooches will compliment that special occasion.



This beautiful crown brooch will make the perfect gift for that extra special lady.

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Demand for the sculptured model of the famous Dickens cat - Simon of Amethyst, has been so enormous that Navy News is pleased to offer this exceptionally special brooch.

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Family Matters



£8m deal to house 88 Naval families

AN £8-MILLION housing deal for 88 Naval families has been agreed between the Ministry of Defence and a private housing association.

In the first arrangement of its kind, Western Challenge Housing Association has signed a Private Finance Initiative agreement with the Defence Housing Executive to provide married quarters to cater for extra Navy personnel based at RN air station Yeovilton.

The deal's flexibility gives MOD the option to withdraw from the contract - without penalty - at pre-determined dates if it no longer needs the accommodation.

The project will provide fully-maintained homes for officers and

ratings over 30 years. It will meet the needs for extra accommodation as a result of the transfer to Yeovilton of helicopter units after the Portland air station HMS Osprey is closed in the spring.

The housing will be available in about a year's time.

A formal ceremony to mark the award of the contract has been held at the Fleet Air Arm Museum at Yeovilton. It was attended by representatives of the DHE, Christchurch-based Western Challenge, building contractor EBC Construction and building consultants Denley King Partnership.



SECOND Sea Lord, Admiral Sir John Brigstocke, meets Heads of School Joanne Chatterton and Neil Whittaker, on parade for the Admiral's visit to the Royal Hospital School, Holbrook.

After arriving by helicopter, Admiral Brigstocke inspected Holbrook's impressive Guard and marching band before touring the 200-acre co-educational boarding school. He met many pupils whose fathers serve in the Navy.

Headmaster Nicholas Ward said: "While the school admits children from all backgrounds, it values its long connection with the maritime heritage of this country and continues to offer significant bursaries to the children and grandchildren of seafarers."

Pre-school gets its hard work rewarded

THEY had it taped at the new Crownhill pre-school for Naval families when the official opening was performed by Rear Admiral Peter Dunt, Chief of Staff to the Second Sea Lord.

The £75,000 purpose-built school was delayed by discovery on the site of a 16th century water channel that had to be investigated by archaeologists. But now the modular building, which replaces an old wooden structure demolished last year, is in full use and catering for 24 children.

Also at the opening ceremony was Col Richard Preston of King George's Fund for Sailors which contributed £45,000 towards the cost. Other funding came from the RN Community Organisations as well as HM ships Beaver, Cornwall, Montrose, Illustrious, Drake and Britannia Royal Naval College Dartmouth.

After the ceremony two of the pupils - Nicole Patton (3) and Jack Marsh (4) - presented a photograph of the children to the Admiral, and a posy to Mrs Lesley Dunt.

Pre-school supervisor Mandy Clark said: "It's been a hectic term so far, moving into a new building and getting everything up and running, but it's been well worth it. All the staff have worked very hard and we would like to thank everyone involved with the project, and their commitment to replace the building in record time."

The Crownhill school, which has facilities for disabled children, is one of eight RN pre-schools in the Plymouth area. It received an excellent report after an OFSTED inspection.

Parents can get more information about the pre-school by visiting it any weekday morning or calling Mandy on 01752 769606.

Forces mortgage service offer

A DEDICATED mortgage service for people serving in the Armed Forces is being offered by Woolwich Direct.

The building society says it is the first lender to provide a dedicated facility for Service people. It includes the option to buy a property to rent out if the owner is serving overseas, a penalty-free part redemption facility for those retiring from the Forces, and a dedicated phone service on 0845 607 1293 or, if calling from overseas, 0181 338 6068.

Blackpool rocks to local boy David

USING his aircraft's own reconnaissance camera, Lt Philip Mould took this picture of a pair of Sea Harriers from 800 Naval Air Squadron rattling a few windows over central Blackpool on their way from HMS Invincible to an operational training mission in Northern England (see page 18).

The formation was led by Lt David Lindsay – a local to the Blackpool area who attended Fleetwood Hesketh High School and Salford University before joining the Fleet Air Arm in 1990.

He has since flown a number of operational missions in the former republic of Yugoslavia and in Iraq. Last year, again flying from HMS Invincible, he was the first RN pilot to fire an operational warshot of the highly capable AMRAAM air to air missile.

The oldest Naval air squadron, formed in 1933, 800 NAS was the first to fly jet aircraft – the Supermarine Attacker – and the first high altitude interceptor squadron.



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ARM4

DRAWING TEETH, THEN AND NOW

Hull artist puts Naval dentistry in the picture

INSPIRED by Hull artist Harry Barnett's splendid drawing of the dentist at work on board HMS Powerful at Simonstown, South Africa on the eve of the Boer War, Navy News asked the Staff Dental Officer (Personnel) Surg Cdr (D) Robert Stevenson to put a century of oral tradition into perspective:

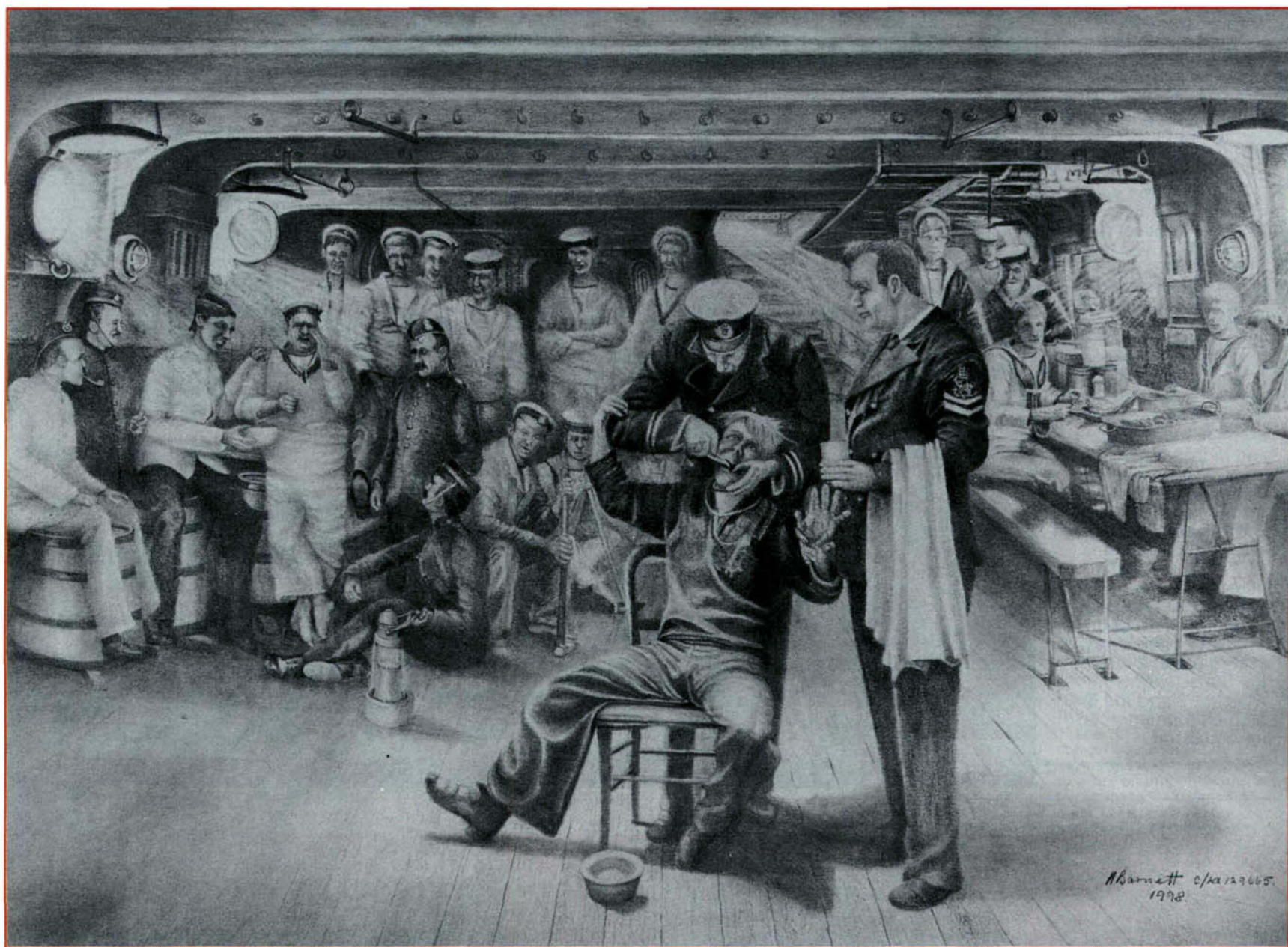
One hundred years ago most dentistry in the Navy consisted of nothing more than extractions for the relief of pain. Teeth were drawn by the ship's surgeon – as in the picture of HMS Powerful – because the Navy had no specialised dental surgeons. In fact, most extractions were performed without his knowledge by Sick Berth Attendants who had no training, either.

Acute suffering from dental problems was quite common among Navy personnel – and extraction was virtually the only treatment.

In 1886 Staff Surgeon Christopher Harvey presented a paper, "Blue Jackets' Teeth" detailing their appalling state and the desperate need for professional dentists to the Medical Director General.

The anaesthetic properties of Nitrous Oxide – "Laughing Gas" – Chloroform and Ether had been known since the 1840s – but in the 1890s the Navy was still relying mainly on rum!

It wasn't until 1892 that Staff Surgeon Herbert Canton was appointed to Royal Hospital Haslar to teach some dentistry to the surgeons and to perform all dental operations required there and on board HMS St Vincent. In 1905 three dental surgeons were at



● Dental surgery on board the cruiser HMS Powerful at Simonstown, Cape Town, South Africa in 1898, as portrayed by Hull artist Harry Barnett. In 1912 the ship formed part of a boys training establishment at Devonport – with two civilian dentists.

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last appointed to serve the Royal Navy.

HMS Powerful actually came back into the picture a few years later. In 1913 she came out of refit as a training ship for new entry ratings. Together with HMS Andromeda, she was anchored in St John's Lake overlooked by what is now the site of HMS Raleigh. Two civilian dental surgeons – Mr David Paterson and Mr G. Cotterell – looked after all the new recruits' dental care.

On January 22, 1920 the Admiralty finally took the step of

establishing by Order in Council the Royal Naval Dental Service (RNDS), just one year ahead of the Royal Army Dental Corps.

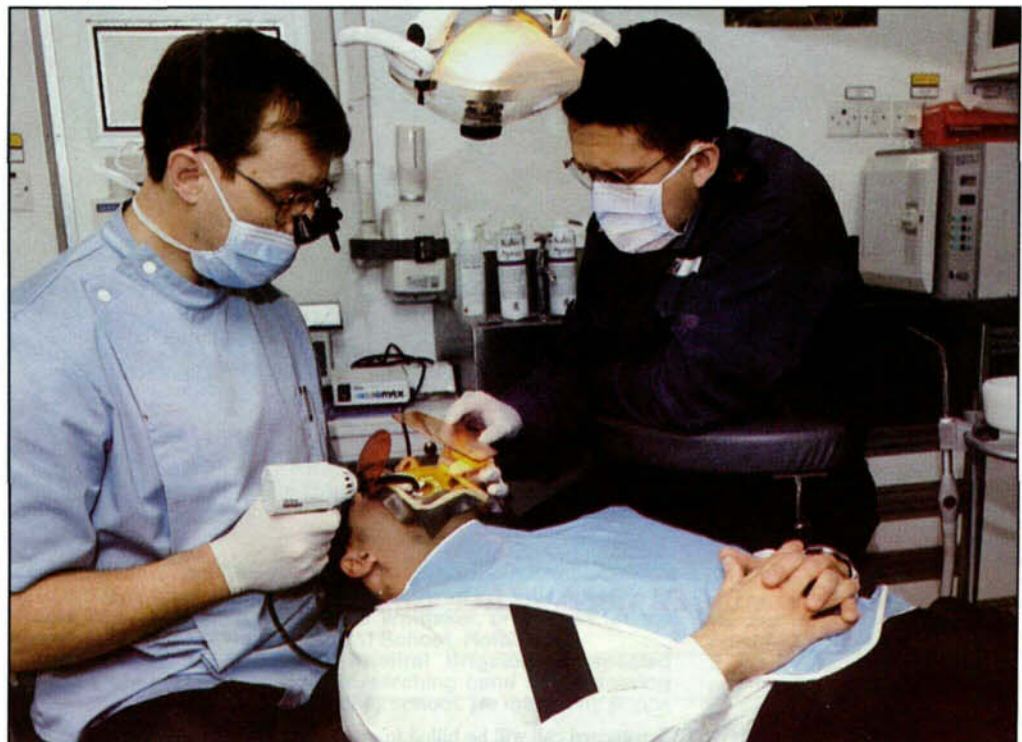
The RNDS has come a long way since then and is now an integral part of the Defence Dental Agency, formed in 1996 from the dental branches of the three Services.

Today the DDA, with headquarters at RAF Halton, Aylesbury, is responsible for the provision of high quality dental care for all entitled personnel. All dental personnel keep at the forefront of technology by undergoing higher train-

ing at the Agency training centres at RAF Halton and Aldershot, and also postgraduate training at recognised civilian establishments.

Rum is no longer provided ...

□ Last month the Dental Centre at HMS Nelson received a highly unusual case for treatment – the mounted head of a tiger from the Trophy Store, suffering from damaged canines ... The tiger had been shot by Capt Dudley North in the Central Provinces of India in 1921.



● 100 years on: Surg Cdr (D) Mike Gall and LMA Don Veal perform state-of-the-art dentistry in the carrier HMS Illustrious.

NAVY PERSONNEL WIN OPERATIONAL AWARDS



Canopy drama pilot honoured



● Lt Jack London (above and inset) scrambles from his Sea Harrier on board HMS Invincible after his cockpit canopy shattered at 40,000ft. He is now with the Flying Standards Flight at Yeovilton.

A SEA HARRIER pilot has been awarded the Queen's Commendation for Bravery in the Air for saving his aircraft after its canopy shattered at 40,000ft.

Last January, Lt Martin (Jack) London was serving with 800 Naval Air Squadron embarked in HMS Invincible. While flying at high altitude over the Gulf of Aden, his canopy suddenly disintegrated with an explosion, filling his cockpit with swirling shards of perspex.

One piece ricocheted off his helmet and embedded itself into his seat an inch from his head.

Despite rapid decompression and a cloud of debris, Lt London showed superb flying skills in the face of danger and extreme circumstances. He quickly recovered his composure, sent a mayday message and dropped to the safer height of 3,000ft in only 30 seconds, suffering windburn to his eyes during the rapid descent.

Once he had the Harrier under control, he radioed Invincible with the message - "Cabriolet Harrier inbound."

Confident that he could get his aircraft back, he described his 20-minute return flight "like driving an open-top sports car at 300 mph". He did not allow the deafening noise of the Harrier's Pegasus engines to disrupt a safe landing on board. Only afterwards did he learn the extent of his luck after it was found that his engines had been damaged by pieces of wreckage.

MBE for Gulf squadron CO

THE COMMANDING Officer of 800 Squadron, Lt Cdr Dave Baddams has been made a MBE for his leadership of the squadron in HMS Invincible during Gulf operations in the Iraq crisis earlier this year.



● LSA Mohammed - he is now working at the RM Commando Training Centre, Lympstone.

'Healing presence in ravages of war'

A SAILOR from HMS Cornwall who made "a unique and selfless contribution" to the British humanitarian aid effort in Sierra Leone earlier this year has been made a MBE.

LSA Francis Mohammed repeatedly volunteered to deliver desperately needed help into chaotic and dangerous situations.

His citation states that "he worked with calming assurance in a physically threatening and totally alien environment, dominating each delivery point with his immense compassion and resolute determination..."

"His actions and example, working far beyond the call of duty, were a credit to the Royal Navy, brought honour to his country and hope to a broken people."

Francis also figured in the Diversity Awards (page 29).

Illustrious chief gets AFC for lifesaving courage



● CPO Saunders - "exceptionally courageous".

A HELICOPTER diver who ignored his own safety in 30ft waves to save a family from a stricken yacht has been awarded the Air Force Cross.

CPOACMN Diver Robert Saunders was serving in 820 Naval Air Squadron embarked in HMS Illustrious in August last year when his helicopter was called to help a yacht in distress in the Bay of Biscay.

In appalling conditions CPO Saunders managed to board the yacht after four attempts, during which he took several knocks. Over the next two hours he calmly reassured the crew, a family of three, before rescuing the mother and six-year-old child, both in need of medical care.

Conditions were rapidly getting worse, the transfer line had parted and the helicopter was low on fuel, so he made the bold decision to jump into the sea with the skipper, to be rescued from the water.

The citation reads - "His conduct during this protracted rescue in marginal conditions over two arduous hours was professionally faultless, calmly rational, and exceptionally courageous; without his disregard for his own safety and exceptional fortitude, the rescue would not have succeeded."

Chief Saunders is now serving with the RN Flight Safety and Accident Investigation Centre at RN air station Yeovilton.

Smarter's Belfast mission



THESE members of Laganside Cross-Community project spent a day at sea in HMS Smarter during what is believed to be the first visit by a vessel of the class to Belfast. Altogether, 20 children and adults of the Laganside, interdenominational project were shown basic seamanship skills.

During her three-day stay in Northern

Ireland, Smarter, of Glasgow and Strathclyde Universities RN Unit, also welcomed on board members of Campbell College Combined Cadet Force (RN), members of the Royal Naval Association's No. 12 (Ireland) Area, members of Belfast Maritime Volunteer Service, and the 76th Belfast Beavers and Cubs pack.

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Set of Seamanship Manuals 3-4 around the 1950's. Please 'phone: 01646 641428. Reasonable prices paid.

WHAT can I say that can't be said? Female 33, single, attractive, kids, GSOH, own business. Looking for committed male with zany sense of humour. Box No. 9662

SANTA, for my special present this year I would like an Action Man, 40+, good, kind and laughs lots. I promise to be a good girl and look after him. Box No. 9663.

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NOTICE

All advertisements submitted for entry into the Navy News Penfriend Column are subject to copy approval.

Navy News reserves the right to make any amendments which it considers necessary or to edit copy which is in excess of the number of words paid for.

JOAN 43, VGSOH, varied interests, seeks VGSOH gent for friendship. BOX DEC 1

PRETTY BRUNETTE 30, feminine, GSOH, seeks sailor/marine penpals 25-45. BOX DEC 2

PENFRIENDS who sail the seas, pick up a pen, write to me. Lady 40's bubbly, GSOH. BOX DEC 3

FEMALE (22) - seeking sailor 25-32, for friendship possible romance, who enjoys life to the full. BOX DEC 4

MALE 39, tall and single, GSOH seeks female similar age. ALA. BOX DEC 5

TORBAY LADY 40, likes keeping fit, socialising, seeks penpal 30+. BOX DEC 6

SWEDISH AMERICAN military nurse, seeks Royal Marines/sailors for correspondence. BOX DEC 7

SARAH, THIRTYSOMETHING, seeks penpals for letters and friendship. BOX DEC 8

PAMMI, BUBBLY BLONDE 27 undergrad. Needs penfriend like you! BOX DEC 9

XMAS STOCKINGED decorative dame 5' 5", likes sports seeks Royal/Jack. BOX DEC 10

HELEN, 34, GSOH, honest & funloving, seeks serviceman 34-40 for correspondence/friendship. BOX DEC 11

FANCY WRITING to a mad 24 year old receptionist? Why not take the risk! BOX DEC 12

SAILOR, 28, 5' 7", blue eyes seeks lady for friendship/romance. BOX DEC 13

ALEXA, 30-SOMETHING single career girl, enjoys travel/music/fitness. Seeks genuine penpal. BOX DEC 14

SARA, 32, petite, blond, working single parent, enjoys sports, horseriding, music, socialising. Seeks penpals. ALA. BOX DEC 15

ATTRACTIVE BUBBLY blonde, young 42, VGSOH, seeks fun loving sailors, write if you dare. BOX DEC 16

SUE, 34, 5' 10" SLIM, blond hair, green eyes. Would like to hear from guys 33-39. BOX DEC 17

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Warships and auxiliaries move in fast



● Aid from the sky - HMS Sheffield's Lynx drops supplies at Sheen Cay.

Picture: LA(PHOT) Steve Wood.

Group in right place at the right time

WITH an amphibious group in the area, and Royal Marines training in nearby Belize, the Royal Navy had a more than useful force on hand when Hurricane Mitch struck Central America.

West Indies Guardship HMS Sheffield was quickly on the scene, and when helicopter carrier HMS Ocean arrived she became the command ship for an operation which is believed to be the biggest peace-time humanitarian effort undertaken by British forces.

Ocean's Commanding Officer, Capt Bob Turner, acted as Task Group Commander until Commodore Amphibious Task Group, Commodore Niall Kilgour, was brought to the helicopter carrier by RFA Sir Tristram.

Ocean also saved a number of lives at sea - her aircraft plucked more than 30 lobster fishermen to safety after their boat capsized, and another two fishermen who had been adrift for more than a week in a boat.

Sir Tristram set up something of a ferry service between Belize and the mouth of the Coco River, bringing Royal Marines and their equipment to be dispatched to where they were needed ashore.

Another RFA, Black Rover, had a vital role to play. When the hurricane struck, the fleet tanker - support ship for HMS Sheffield - was undergoing planned maintenance in Puerto Rico, but was hastily made ready and loaded.

According to Naval spokesman Paul Parrack, who was with the task group, her arrival was in the nick of time, as the ships were low on fuel, stores and water - Ocean was required to stand out to sea each night to make fresh water as the seawater around her when she was closer inshore during the day

was full of mud, coral and other debris.

He also noted the first signs of the local economy recovering: "We were anchored seven miles off Nicaragua in Ocean, with Sea Kings, Lynx and Gazelles flying backwards and forwards, and out from the shore came two guys in a dug-out canoe.

"They had brought out coconuts to sell - I think they sold the lot."

Black Rover undertook a number of replenishments at sea, including the first operational RAS for Ocean, which was only commissioned in September.

She also served Dutch and French ships. Royal Marines went deep inland by helicopters from 845 and 847 Naval Air Squadrons and boat to help stricken communities.

The task group withdrew from the area once those in immediate danger had been rescued

and their basic needs met.

More than 400 personnel from the task group were involved in operations on the ground, 161 sorties were flown by UK aircraft, and 95 tonnes of aid was delivered by air.

■ Navy frigate HMS Sutherland has been involved in a dramatic high-seas rescue.

The Falkland Islands Guardship was alerted when Sandra Rogers, from British dependent territory Tristan de Cunha, fell ill en route to the Falklands for medical treatment.

The ship was intercepted by Sutherland, and an RAF Sea King from the Falklands flew the 450 miles out to the frigate, refuelling on RFA Gold Rover and in mid air from Sutherland, before flying Sandra back to the Falklands, refuelling again on Gold Rover.

Sandra was then flown to the UK, where she underwent treatment.



● Lucky break - two Puerto Rican fishermen who had run out of fuel and drifted for eight days without food were spotted in their tiny boat and rescued by personnel from HMS Ocean.

to rescue the victims of a devastating hurricane

RN applies first-aid

WHEN HMS Sheffield left Plymouth in June her ship's company had no idea of the impact she would have on the lives of thousands.

The Type 22 frigate had a busy West Indies Guardship programme even before the first signs of Hurricane Georges sullied the Caribbean sky.

Georges swept through the West Indies in September, prompting Sheffield to help out at St Kitts.

As reported in last month's *Navy News*, Sheffield and RFA tanker Black Rover anchored offshore and both ships sent working parties in to start repairing the considerable damage, including vital work on the airfield and hospital.

The ship's next action was to rescue the crew of the tanker Arcadia, crippled by an explosion which killed three and injured four more.

Casualties were lifted from the Arcadia, which was carrying 2,700 tonnes of liquid petroleum gas, and a team of ME(L)s went to inspect the damage.

They found that the explosion had split decks and bulkheads, and were working in the knowledge that Hurricane Mitch 72 hours away and heading their way, but managed to get an engine working and the ship limped in to Grand Cayman.

The most harrowing part of the deployment was yet to come, as the storm raged towards Belize.

Sheffield initially prepared to assist UK forces ashore there, but the severe Category 5 hurricane, with winds gusting over 180mph and seas of 30ft, swung south to Nicaragua and Honduras and

stalled for two days, battering the small island of Guanaja 30 miles offshore.

This island was turned into a moonscape, with trees flattened and floods scouring soil from hills.

Only a handful of deaths were confirmed, but communities such as Mangrove Bight were left without a single house standing.

Sheffield anchored a mile offshore, outside the reefs, and sent parties of 90 ashore to provide medical help, emergency electrical supplies for medical centres and refrigeration, restore water supplies, co-ordinate air traffic at the tiny airstrip and clear the damage.

The ship also carried out the remarkable rescue of Isabella Arriola Batiz de Guity, who had been adrift at sea for six days after her family were washed away.

The ship had been searching for missing luxury schooner Fantome when she was asked to send her Lynx to a point 80 miles offshore.

There they spotted Isabella suffering from hypothermia, dehydration and burns, clinging to a jumble of driftwood and corrugated steel. She was treated in the helicopter and by the ship's medical team.

Extra lookouts, many volunteers, were posted through the night and following day on Sheffield as they scoured the area for her family and other survivors.

Isabella was put ashore at Trujillo, with no sign of her husband and three children.

"It is a miracle Isabella survived in such conditions as seen with this hurricane," said Cdr Colin Hamp, Commanding Officer of Sheffield.

"She is a strong and determined woman to have come through such an ordeal. All in Sheffield feel for her and hope it is not long before she can rebuild her life."

In amongst the mayhem of the hurricanes, Sheffield has managed to carry out her guardship duties.

The ship's company raised £1,000 for Jamaican children's charities with a sponsored cycle ride, and personnel refurbished a hospital ward in Jamaica, a refugee shelter in Montserrat, and another group landscaped the garden of an old people's home.

The ship's band, The Bollards,

even managed to get in on the act – they were filmed by a BBC holiday programme crew while performing at the Ship Inn, Barbados.

Sheffield is due back in the UK shortly before Christmas.

An appeal sponsored by the Plymouth Naval community has resulted in more than 1,000 bags of clothes and shoes being donated to Honduras, said Naval Area Community Officer Nick Bennett.



● Equipment is loaded from RFA Sir Tristram on to mexiflotes to be transferred to HMS Ocean (in background) in the mouth of the Coco River.

Picture: PO (PHOT) Jan Brayley (DPR(N)).



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NEWSVIEW

Fifty Years On

'I want you to lay down your life, Perkins. We need a futile gesture at this stage. It will raise the whole tone of the war. Get up in a crate, Perkins, pop over to Bremen, take a shufti, don't come back. Goodbye Perkins. God, I wish I was going too.'

'Goodbye sir - or is it - au revoir?'

'No, Perkins.'

- Alan Bennett, Peter Cook, Jonathan Miller, Dudley Moore
The Complete Beyond The Fringe (1963)

'We've got this idea for a pod, Perkins.'

'Pod, sir?'

'Pod, Perkins. Simple idea. All the best ones are, you know. Goes back a long way this one, too. We were going to sling one under a Barracuda - gosh, it must be 50 years ago or more. Didn't come to anything, though. Pity, really. Thought it was too risky. Altogether different kettle of fish now of course, eh Perkins?'

'Oh, of course, sir!'

'Glad you feel that way, Perkins. So you're keen to volunteer, then?'

'Absolutely, sir! Er, volunteer for what exactly?'

'Sorry, Perkins, sorry. Running away with myself. Haven't explained properly. Let me put you in the picture. This pod - as I say, simple idea. Thing about the size of a fuel drop tank. You strap it under the wing.'

'Ah - got you, sir! And what goes inside it, sir? Smart bombs? Sonarbuys? Electronic surveillance thingummies?'

'No, Perkins. You go inside it.'

'Me, sir?'

'You, Perkins. Or someone like you. Sort of chap who laughs at danger. Doesn't mind a bit of discomfort. Young fellow just itching to boldly go where no-one has gone before. I'd like you to be the first of the few, Perkins. Or rather, the first of many. Provided the thing works out alright ...'

'I still don't understand, sir.'

'Course you don't, Perkins, 'course you don't. In some ways that's why we've singled you out to do the test run ... Here goes, then - I'll spell it all out for you in a few simple words. The boffins at Boscombe Down have been looking at this pod which, as I say, can be slung under the wing of a Harrier. Idea is, it could be used to pick up chaps who've had to bale out over enemy territory. One of them has said - and I quote, Perkins: "We don't think that travelling in a pod will be any more uncomfortable than flying in a helicopter or a Hercules." How about that, then? Just a few wrinkles to iron out. We worried over the heating system, oxygen supply, any build-up of toxic gases - don't want you freezing or choking yourself to death, Perkins, do we? Oh, and then there's bird strikes. Damn nuisance, bird strikes... Still, as things stand, Perkins, I can tell you we have checked for - what does it say here? Oh yes - for "every conceivable aspect of occupant safety". Can't say fairer than that, can you? Anyway, all sorts of other uses for these pods, Perkins - and here's where you come in. We've designed one - and this is my idea, Perkins, don't let anyone tell you different, although naturally I shall disclaim any credit - that can be dumped in the sea! It's even got a little motor, so once you've got over what I suspect might be a bit of a nasty jolt as you smack into the oggin, you can power it off to - well, off to wherever you want to go. So - how do you feel about the scheme, Perkins?'

'Mmm ... May I be candid, sir?'

'If you must, Perkins, if you must. Though bear in mind I'd prefer you to tell me what I want to hear. Even if it means lying through your bloody teeth.'

'Oh, understood sir! But bearing that in mind, as you say sir, I'm bound to say that anyone volunteering for an assignment of the sort you describe would have to be a complete and utter blithering idiot. Someone entirely devoid of imagination and basic common sense.'

'Exactly so, Perkins. Glad we understand each other. Right then - get your kit together and report back at 0500. Nothing like an early start, eh?'

'No, sir. Well, goodbye sir - or is it - au revoir?'

'I hope it's au revoir, Perkins, I really do. Because there's an awful lot of money riding along with you on this project. But people matter, too, Perkins! Fifty years ago we could afford to chuck chaps like you away without batting an eyelid. But not now, Perkins, not now. Apart from anything else, we've invested quite a bit of dosh in you, too. Far too much, in my opinion.'

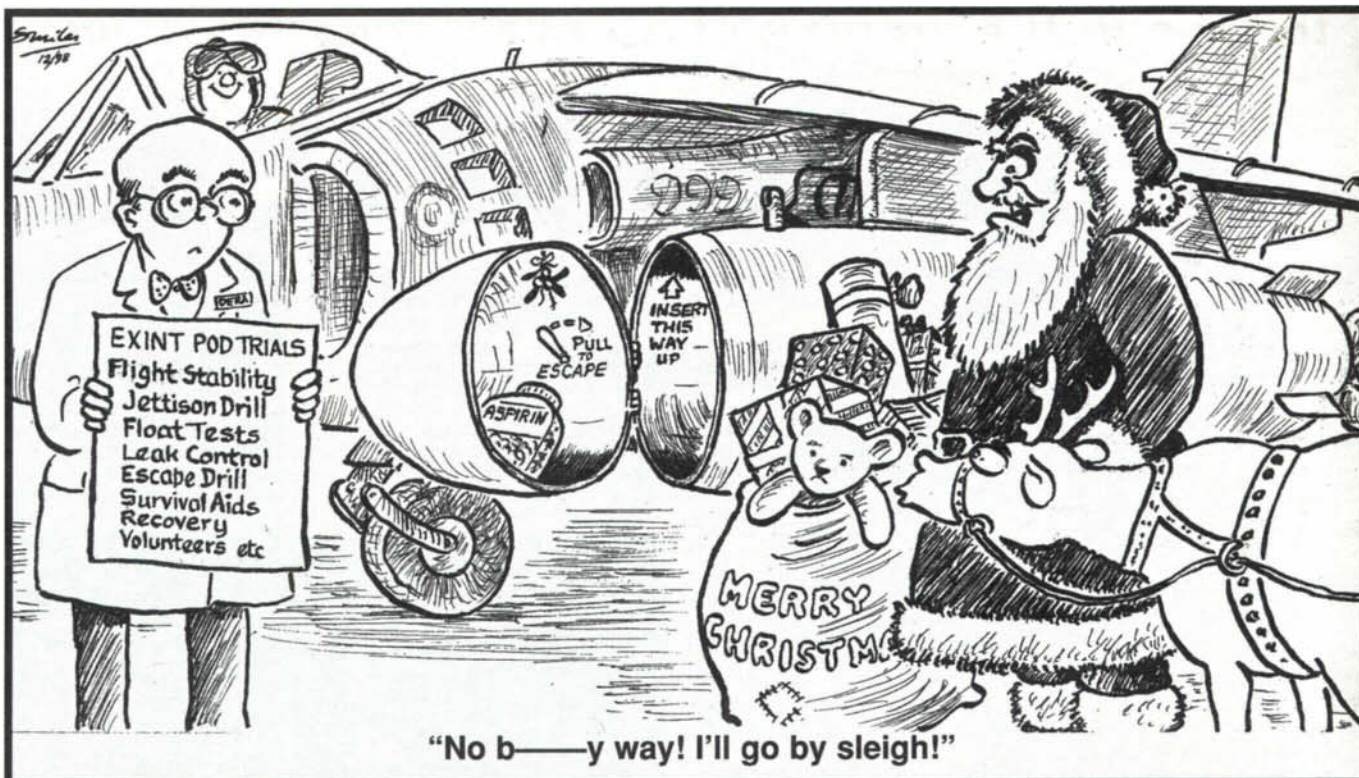
'That's a very comforting thought, sir.'

'Isn't it, though? Cheerio, then. Oh, one last thing - and this will buck you up no end. We've taken the trouble to install a state-of-the-art monitoring system. A super "black box" sort of job that will record every moment of the trip. All your bodily functions will be minutely observed, Perkins. Together with your personal, second-by-second commentary as we jettison you into the deep blue yonder. Including, if the worst comes to the worst, your last dying screams. This will provide us with an invaluable record we can utilise to correct our mistakes and thus pass on the lessons learned to the next chap, who will be -'

'Someone like me, sir?'

'As you say, Perkins. Someone like you. Give my regards to your grandfather. Always liked old "Plunger Perkins". Pretty sound sort of chap, for a Crab. Best thing he ever did, transferring to the Fleet Air Arm, after that last sortie of his over Bremen. Took to the water like the proverbial duck, by all accounts. More often than not when he least expected to... Must run in the family, I suppose.'

□ As reported in last month's Navy News, the Defence Evaluation and Research Agency at Boscombe has been testing a pod (see below) which can be slung under the wing of a Harrier, giving it the ability to pick up passengers way beyond the range of helicopters. 'Exint' (Extraction and Insertion) pod team staff are now awaiting approval for a flying trial - but volunteers are not needed yet. First flights will be made with instrument-carrying dummies to ensure the pods are safe to carry passengers.



Invincible takes command in 'jointery'

HMS INVINCIBLE has hosted the first full Joint Force Headquarters afloat - for Exercise Purple Sound, coupled with the latest Joint Maritime Course off the coast of Scotland (see opposite page).

It was the first exercise embarkation of a UK Joint Force HQ from permanent shore base into an aircraft carrier and finally ashore into a foreign theatre of operations.

The exercise started at the UK's Permanent Joint HQ at Northwood, Middlesex. After mustering his staff, many of them activated from training establishments for their war role, the Joint Task Force Commander Air Vice Marshal John Thompson and his 180-

strong team flew via Stornoway to embark on Chinook helicopters in the Invincible.

The seaborne phase was the first full use of the Joint Force Headquarters Afloat facility now installed in the Navy's operational carriers.

Rapidly deployable, their equipment was fully integrated within one hour of arrival and work began on the four-day mission preparation and transit phase. The JFHQ then disembarked by Chinooks to RAF Kinloss to conduct the final land-based phase.

This modern capability to operate world-wide in response to a crisis with a fully integrated tri-Service staff is a central theme of the recent Strategic Defence Review.

Communications are vital in this and Invincible's wide variety of satellite and radio systems gave the JTFC a direct dial telephone exchange, video teleconferencing and e-mail linked into the UK military network - all proven during Operation Bolton with US forces in the Gulf earlier this year.

The JMC was the largest for many years, involving units from 11 NATO nations, including the UK's HMS Fearless, Glasgow, Manchester, Spartan, Liverpool, Lancaster, Westminster, Montrose, Boxer, Leeds Castle, Bulldog, Hurworth, Cromer, Bridport, Walney and RFAs Orangeleaf, Bayleaf, Sir Percivale, Sir Galahad, Fort Victoria and Olva.

● Top: Air Vice Marshall John Thompson with his Maritime, Air, Land and Logistics commanders and the Commanding Officer HMS Invincible, Capt James Burnell-Nugent in the carrier's Admiral's Cabin, which was converted into a mission planning room for Exercise Purple Sound.

● Above: as part of her Autumn 98 deployment the Invincible stopped at Glen Mallan on Loch Long to exchange Sidewinder, Sea Dart, Sea Eagle and small calibre ammunition stocks. The operation was completed without a hitch in two days - despite it being the first time a ship of her class has used the NATO facility.

● Left: the carrier had earlier been host to a combined team of experts from the British Aerospace Flight Test Centre at Dunstons and Defence Evaluation and Research Agency personnel from Boscombe Down.

The 33-strong team, including three pilots, brought two MOD Procurement Executive-owned Sea Harriers to trial an Inertial Navigation and Global Positioning System designed to significantly improve aircraft navigation.

Over 50 hours of shore-based test flights were made before the team embarked in the ship for 28 sorties which included flights over the Instrumented Test ranges at West Freugh, Scotland and Aberporth, Wales.

First analysis put navigation errors at less than 20 metres - so the Navy's Sea Harriers can look forward to finding their way home in double quick time once IN/GPS is fitted in the latter part of next year.



JOINT MARITIME COURSE GOES BIG ON CO-OPERATION



● Fashion statement: A Coy 40 Cdo RM blend in with the scenery ashore at Durness during the biggest ever Joint Maritime Course off the coast of Scotland.

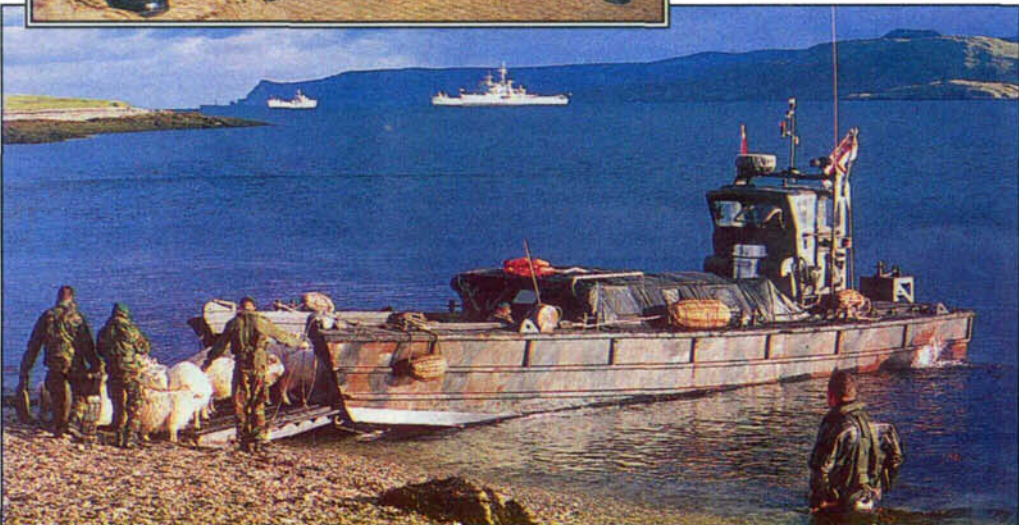


● Above: a helicopter from 846 Naval Air Squadron prepares to land on board the new Dutch amphibious landing ship HNLMS Rotterdam. Her hangar can house six Mk 4 Sea Kings and four were embarked for the JMC together with 80 personnel.

● Left: Royal Naval Reserve personnel serving with the Amphibious Task Group, HRH Prince Michael of Kent, Honorary Commodore RNR, is briefed by Major Jeremy Parker, RM (left) and the Commander HMS Fearless, Cdr Ross Thoburn. The Reservists were from units in London, Plymouth, Bristol, Newcastle and Yeovil.

● Below: in the middle of JMC 983 the Amphibious Task Group received an unusual request from a local farmer – would they mind ferrying his flock of sheep across Loch Eriboll?

It was seen as an excellent training opportunity and was willingly accepted by 4 Assault Squadron Royal Marines based in HMS Fearless – seen here herding their woolly passengers into a Landing Craft Vehicle Personnel (LCVP).



Scotland hosts international team players

A Belgian/Netherlands Task Group joined a total of 47 ships from 12 countries taking part in the latest Joint Maritime Course – the biggest ever held off the coast of Scotland.

Under the command of Commodore Ruurt Klaver, RNN embarked in the flag ship HNLMS De Ruyter, it comprised six ships with a total complement of 1,100 personnel.

Two World War II moored mines were found in Loch Ewe by the Belgian minehunter BNS Crocus while taking part in the exercise, which was beset with winds gusting up to Gale Force 9.

The first was heavily corroded and contained no explosives – but the second was intact. Both were safely disposed of.

The Royal Netherlands and Royal Belgian navies have a long history of co-operation and in January 1996 this was formalised, so that they now regularly carry out their operational roles at sea together.

The Dutch have anti-submarine and multi-purpose frigates, support ships, mine countermeasures vessels, submarines and maritime patrol craft.

In April this year the new amphibious landing ship HNLMS Rotterdam came into service and she joined the assault ship HMS Fearless

to take part in the amphibious operations conducted for the first time during the JMC for some years.

All the ships taking part were divided under three Task Group Commanders, Task Group One led by Commodore Klaver, Task Group Two, the amphibious group, by Commodore Niall Kilgour, RN, embarked in the Fearless, and Task Group Three by Rear Admiral G. A. W. Hoch of the German Navy, in FGS Schleswig-Holstein.

The RAF and six other air forces were under the control of RAF Strike Command, flying out of RAF Kinloss, Lossiemouth, Leuchars, Coningsby and Waddington.

Amphibious Forces included 40 Cdo RM, 29 Cdo Regiment, 59 Cdo Engineering Sqn and the 1st Royal Netherlands Marine Corps. All units were embarked in HMS Fearless and HNLMS Rotterdam.

Ground forces included 22 Regiment Royal Artillery, 20 Cdo Battery and 30 Cdo Brigade.

HM Naval Base Clyde at Faslane played host to 21 of the units, including HMS Invincible and Fearless while Leith, Glasgow, Dundee and Aberdeen took in the rest.



We need your help

Are you a veteran of the Gulf War?

Are you a veteran of Bosnia?

Were you in the Armed Forces at the time of the Gulf War but did not serve there?

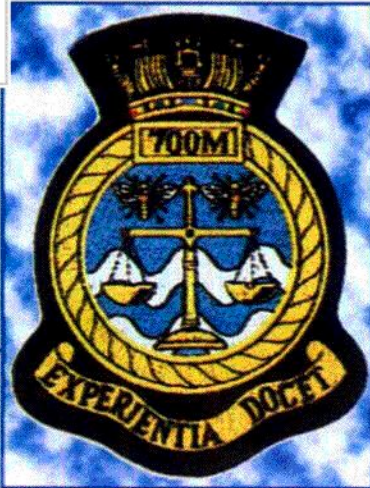


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If the answer is YES to any of the above, you may be asked to take part in studies investigating your health. Three health surveys are currently in progress in the UK. These studies are independent, but have the full support of the Medical Research Council and the Ministry of Defence. Two of the surveys are investigating adult health, the third reproduction and child health. All three studies are sending out questionnaires to current and former Armed Forces personnel.

If you get a questionnaire through the post, please fill it in and return it. If you have already received a questionnaire but have not yet sent it back, please could you **FILL IT IN AND SEND IT BACK AS SOON AS POSSIBLE**. Taking part is entirely voluntary, but we urge you to help in these important studies. You may be asked to take part in two studies.

Thank you to all those who have already returned their questionnaires.



MERLIN HEADS CORN

Dominic Blake reports from RN air station Culdrose



● **ABOVE:** Merlin takes off at its first public flying display at Farnborough Airshow and (inset) the badge of the Intensive Flying Trials Unit 700M which commissions at RN air station Culdrose on December 1. The motto, 'Experientia Docet' means 'Experience Teaches.'

● **RIGHT:** What the pilot sees from the aircraft's front seat. Merlin is the first aircraft in the Fleet Air Arm to abandon conventional instruments in favour of the 'glass cockpit' with computer controlled display screens. In service, Merlin will operate with a crew of three, a pilot, and an observer and aircrewman in the rear. But while flying training is still at a premium, you are unlikely to spot an empty front seat!

● The first students to train at Culdrose's newly opened Flight Deck Training Unit have successfully completed their Flight Deck Officer's course, using one of Bond's Dauphin helicopters from Roborough Airport, Plymouth.



THE FLEET Air Arm turns the page on a new chapter in its history this month with the commissioning of the first squadron it's new multi-mission Merlin helicopters.

The formation of 700M Intensive Flying Trials Unit at RN air station Culdrose on December 1 marks the introduction of the Navy's first new helicopter type since 1976.

700M squadron will be testing the first of 44 anti-submarine/anti-surface helicopters which will replace ageing Sea King and Lynx helicopters in Navy's carriers and Type 23 frigates.

Prince Andrew will be guest of honour at the high-profile event which is planned as a celebration for all the airmen and families at Culdrose, contractors and procurement staff involved in the project.

Merlin has had to overcome some major set backs in its development, including crashes involving three production models, which have delayed its arrival and added to costs.

Since then, the Navy's Merlin team and prime contractors Lockheed Martin ASIC have been working hard to bring the programme back on track.

And now that test pilots at Boscombe Down have given the go-ahead for military flying to begin, the airmen at 700M can't wait to get their hands on the Merlin.

The squadron's senior pilot, Lt Cdr Nick Dunn, is one of the first to have flown the Merlin. Asked about the aircraft's past, he said: "You expect there to be crashes in development, very few aircraft have entered service without crashing."

"The Sea King has a safety record which would be very hard to beat, but there were still crashes in the early stages of the aircraft's development."

So, what's Merlin like to fly? "It's very smooth, very responsive, it's delightful. You get a big feeling of confidence in the aircraft almost straight away. I was almost suspicious about how quickly I felt at home."

"There is no comparison with the Sea King. It is far better in every way, even under the limits that we are working to at the moment, it's just not in the same league. Merlin is twice as effective for twice as long."

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Airmen to enroll at

CULDROSE has been building up a £120 million 'Merlin University' to train the pilots, observers, aircrew and maintainers who will operate the new helicopter.

The training facility, also provided by Lockheed Martin, will range from the world's largest full mission flight simulator right down to the viewfoils Navy instructors will use on classroom projectors.

And full-scale mechanical and weapons training systems and a computer-based training suite are already in place at Culdrose.

It is the first time that the Navy has taken the ambitious step of procuring a fully-integrated training system for an aircraft which is still in development, and the Merlin training team has been going through the package with a fine toothed-comb to ensure it meets the Service's requirements.

Next year, when flying trials have provided more information on Merlin's performance, the Canadian-built simulator will come on line and will account for 85 per cent of hours logged by new pilots.



● **TOUCHDOWN:** The first Merlin arrived at Culdrose on the 1st of November. 700M Squadron being equipped.

Until then, the first Merlin crews from 700M and the training wing at Culdrose will complete their flying training at Yeovil where the helicopter itself is built by GKN Westland and Agusta of Italy.

Eventually, all training will switch to Culdrose where a new training squadron, 824 NAS, will form.

S FOR WALL



COSS: Lt Cdr Phil Shaw, the new Merlin Intensive Flying Trials Unit 700M.

top speed of well over 150 knots, ability to stay 'on task' with a head is double that of the Sea King, a far greater range and prosecution searching for submarines and face targets.

more computing power on the space shuttle, and its corporate some of the most advanced technology.

700M, Lt Cdr Phil Shaw, said: "The fact that Merlin has two primary roles, anti-submarine and anti-surface, and that we can easily carry troops with most of the equipment on board, makes it fantastically versatile. In the days of jointery and flexibility, this aircraft is really going to produce the goods."

adar, better sonar, better navigation systems and makes leap forward with its Datalink automatically relays a complete picture of what the aircraft is seeing out the need for laborious giving carriers or frigates an accurate picture of what and frees the Merlin crew to the 'fighting' systems of the

however, been designed with utility in mind. Elements of fine gear can be unplugged to

to allow the aircraft to carry heavier loads and up to 22 troops.

Lt Cdr Shaw said: "The fact that Merlin has two primary roles, anti-submarine and anti-surface, and that we can easily carry troops with most of the equipment on board, makes it fantastically versatile. In the days of jointery and flexibility, this aircraft is really going to produce the goods."

The air station, near Helston in Cornwall, has a brand new £1.2 million avionics workshop and test system and a new spares and support warehouse to provide instant on-site access to commonly needed parts and a transport system to deliver others within 24 hours.

That said, engineers who have worked with Merlin, which is powered by three Rolls Royce Turbomeca 332s, believe that the aircraft will need ten times less maintenance than the Sea Kings it replaces.

Another major facility that is still under construction at the air station is a £5 million unit for repairing the complex composite materials which Merlin's body is made of.

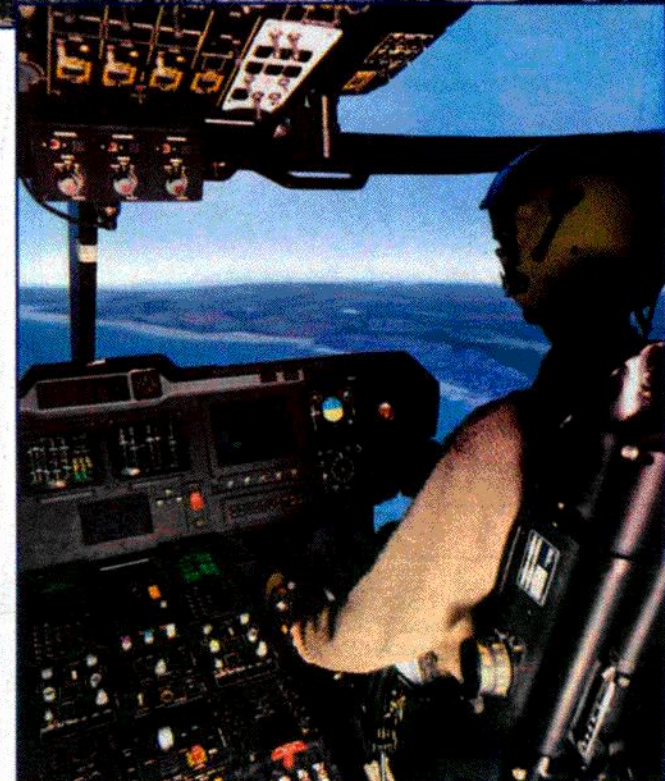
The challenging job of pulling together all the facilities at Culdrose belongs to the station's Commanding Officer, Commodore Tony Hogg.

He said: "The business of developing Merlin has obviously taken a long time, but we now have a world-beating aircraft, and the commissioning of 700M is the first major milestone for Culdrose."

"Our aiming point now is the commissioning of the first front line Merlin squadron which is expected to be the carrier squadron 814 NAS, in the early part of 2001. That is our head mark."

"Everything is now built around that - all the training, the technical aspects, the development of the aircraft's capability, whether it can fly by day and night, in icing conditions, whether it can use its sonar, its link capability - all of that is focussed on delivering this aircraft as a capable weapons system to the Fleet in 2001."

"After that we will be building up the small ships squadron, 829 NAS, and the other carrier squadron, 820, but I am confident that if we can hold our head mark and we still have a green light for the introduction of Merlin, the rest of the introduction will follow on logically."



● **SIMULATOR:** A huge, full mission flight simulator is being developed to train Merlin pilots. The cockpit is inside a 20-ft dome on a hydraulic tripod which will react to the pilot's every move while the landscape is projected all around him. The simulator will be linked to rear seat trainers allowing the crew to 'fly' operational sorties together.

t Merlin University



Culdrose on a gloomy evening in the midst of its intensive flying trials.

By the end of 2000 the Fleet Air Arm will have had to achieve a delicate balancing act as up to 38 Lynx and Sea King crews are converted to Merlin, along with others fresh from the Defence Helicopter Flying School at Shawbury.

"Managing the impact on the Fleet is going to be an interesting process" said

Merlin Training System CO, Lt Cdr Ian Munday, "While they're training with me they will not be flying their Sea Kings."

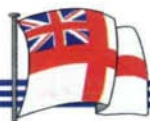
"If they were needed, we could break them out of school and teach them how to fly a Sea King again in ten minutes, so the net effect if the balloon went up would be very small."

"But the big effect is that the Sea King world, and to some degree the Lynx, is going to feel the pinch while we are training them."

Merlin observers will also be taken directly from training with Culdrose's Jetstream squadron 750 NAS, and maintainers will be trained at the rate of about 200 a year.

● **KEY MOMENT:** The Commanding Officer of RN air station Culdrose, Commodore Tony Hogg, accepts the keys for the new £1.2 million Merlin Avionics Workshop from Mr Roger Baker, Regional Director of Tilbury Douglas Construction Ltd. The facility will house computer driven electronic and electrical workshops for the maintenance of the helicopter's state-of-the-art avionics systems.





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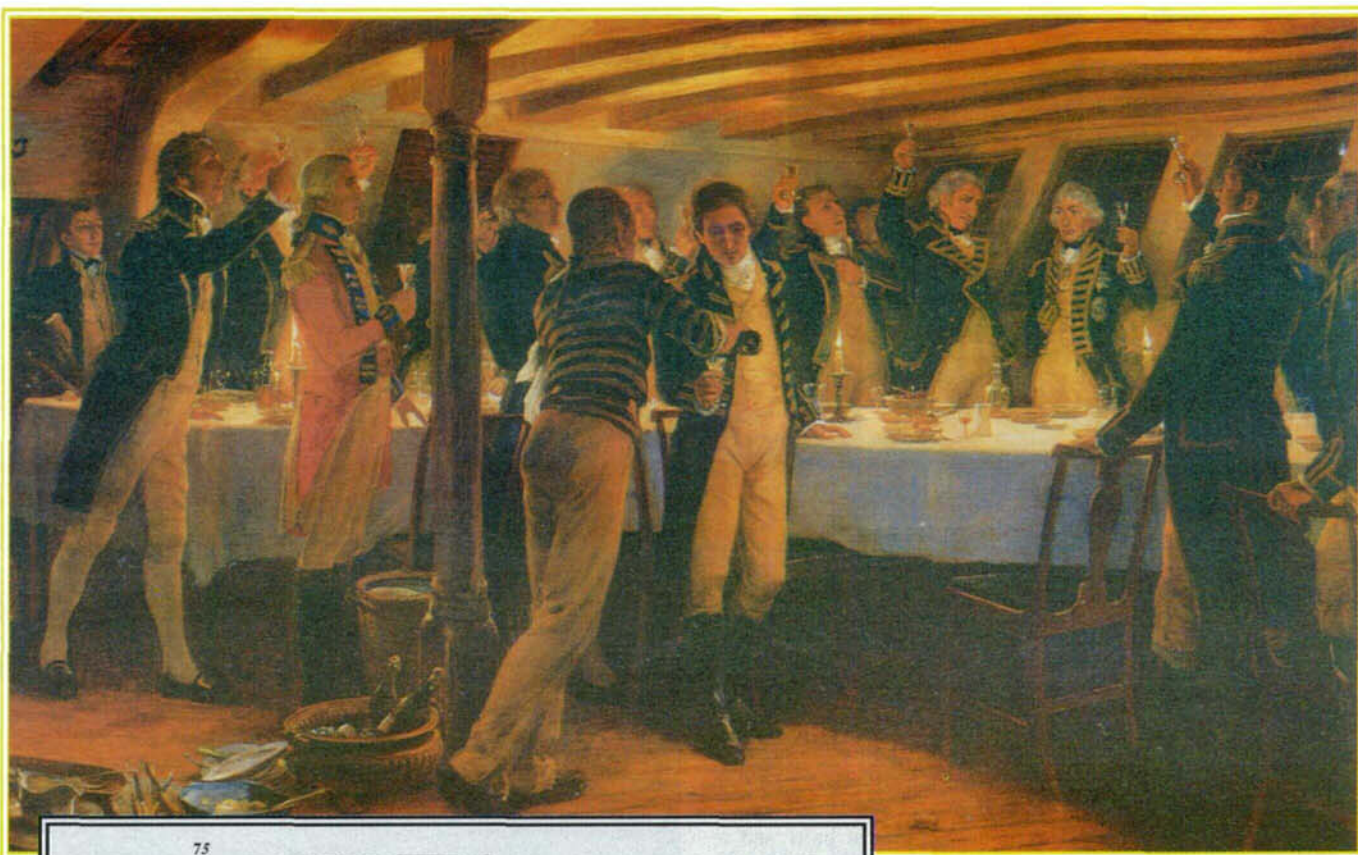
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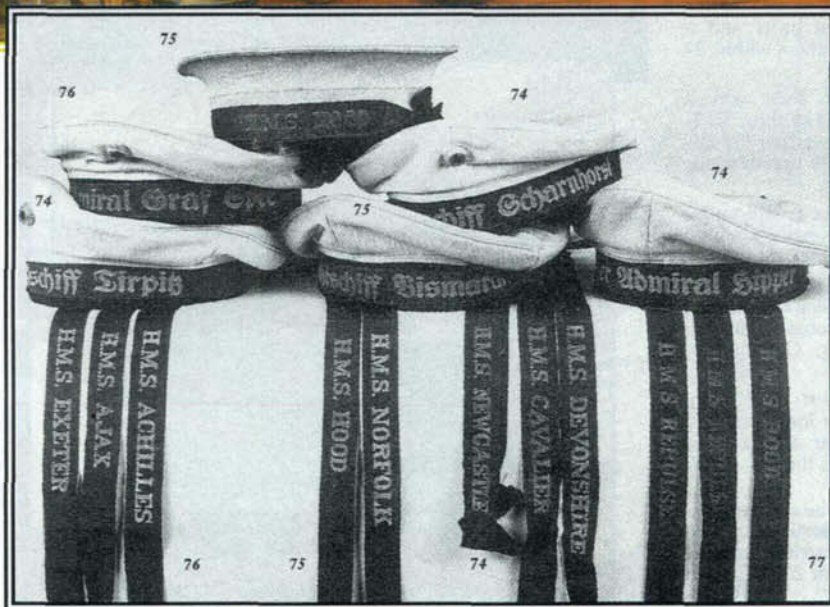
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THOMAS Davidson's *The Evening before the Battle of Copenhagen*, (above) first exhibited at the Royal Academy in 1898, was sold at Christie's, South Kensington on November 5 for £43,300.

A major auction of maritime art, models and memorabilia included other paintings of Nelson's victories as well as a Battle of the Nile commemorative plaster bust of the hero that went for £4,600.

More recent items in the sale of over 650 lots included sailors' caps from the battlecruiser HMS Hood and her adversary, the Bismarck, and from the Scharnhorst, Tirpitz, Graf Spee and Hipper as well as tallies from HMS Exeter, Ajax, Achilles, Norfolk, Newcastle, Cavalier, Devonshire and Repulse (left), sold for a total of £1,034.



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Cunningham compared with Nelson

ANDREW Cunningham liked Eisenhower, loathed Montgomery. Loved fishing, disliked conversation before breakfast. Ashore, he was a poor administrator. At sea, he was, according to John Winton's *Cunningham* (John Murray £25) "the greatest admiral since Nelson".

This was the supreme "sailor's sailor", the victor of Matapan and the soldier's saviour who famously commented in the darkest days of May 1941 when his fleet lost so many ships and men during the evacuation of Crete that he was begged to withdraw, that it had always been the Navy's job to take the Army off when needed: "It takes three years to build a ship - it would take 300 years to build a tradition".

It is surprising, then, that this claims to be the only full biography ever written of him. Not quite true - Capt S. W. C. Pack's excellent 1974 study *Cunningham the Commander* went some way to repair the omission and came to the same conclusion in measuring him against Nelson. It was also rather better illustrated.

Winton's is anyhow long overdue - and neatly rounds off an often contradictory personality. Cunningham, like Nelson was supremely courageous, ruthless, vigorous, decisive. Unlike Nelson, he was modest - though he did like having his portrait painted - and something of a bully, although he looked after his friends and was

possessed of a deep humanity.

He at first approved the use of atomic bombs to end the war with Japan - but later changed his mind, believing that the devastating bombardment by ships and aircraft by American and British ships operating practically unmolested off the coast, plus the Russian action in Manchuria, would have sufficed to produce the surrender: "I consider now that it was a pity and a mistake that we ever dropped them."

He was not at ease in his last role as First Sea Lord, having in his own words "an almost complete lack of staff training" and felt this lack particularly when set alongside Brooke and Portal. In his retirement he kept up a wide correspondence - Eisenhower never forgot his birthday and always wrote to congratulate him on each successive honour and award.

Cunningham's own comments on the many leading personalities of the war with whom he came in contact are illuminating and often highly amusing. There was a streak of jealousy in him - once a friend of Mountbatten, he took against him after he became Chief of Combined Operations and was then "jumped up" to Vice Admiral. He at first strongly

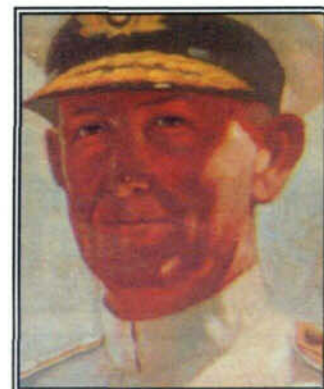
opposed the idea of him as First Sea Lord - "Dickie Mountbatten has great gifts but lacks judgment" - and took some time to change his mind, finally appreciating, with a certain irony "the dire need of the Navy for a colourful personality well in the public eye." He disliked the American Admiral Ernest King's anglophobia, but recalled him getting "very mellow" at a dinner given by Prime Minister Attlee at which he "fell on my neck and besought me to call him 'Ernie'."

At the same dinner he found President Truman "looked and talked like a successful small grocer... I had a good look at Uncle Joe (Stalin) and did not much like what I saw. But he was in good form."

Cunningham was himself in the best of spirits and "the magnet of all eyes" when 18 years later he travelled up from his home at Bishops Waltham for a meeting at the Admiralty. After lunch he hailed a taxi in Parliament Square to take him to Waterloo. He was dead by the time the taxi reached the station.

"It was typical of his modesty," one friend wrote, "that he just got into a taxi and went straight to heaven."

- JFA



● Portrait of Cunningham from a wartime poster

My time in mothballs

AFTER World War II, with the strict economies imposed by the Attlee administration, much of the RN Fleet was put in "mothballs". Life in the Navy in the period 1947-54 is described in Denis Sherringham's engaging memoir *Swing the Lamp, Jack Dusty* (Walton Publishing £9.50).

Denis endured his share of the "Mothball Navy" - but there were also spells in the Spanish Main and the Med to brighten his time through the post-war austerity era.

It's a period that has received scant attention in Naval reminiscences, so this one will help fill the gap.



At Your Leisure



● Admiral Sir Francis Bridgeman

Sacrifice of the 'Forgotten First Sea Lord'

IN 1912 the First Sea Lord reluctantly resigned at the request of the ambitious young First Lord, Winston Churchill – on the grounds of ill health, Winston insisted.

In Admiral Sir Francis Bridgeman, *The Life and Times of an Officer and a Gentleman* (Baily's £19.95) Stewart Ross shows, as was strongly suspected at the time, it had more to do with a clash of personalities.

Though he reached the top of his profession, Bridgeman's career was unspectacular and saw

almost no action. As the author recognises, here was no star quality – just a likeable, unassuming sea officer.

And then in the space of that single year at the top, Bridgeman hit the headlines for the first and only time. There were fundamental differences between him and Churchill over Naval policy that led to his resignation and which reached such a pitch of publicity that King George V himself asked Bridgeman to act with restraint for the good of the Navy and the country at large.

And so he did – even when the overturn of his strategy for the South Atlantic region led, as he saw it, to the tragedy of the Battle of Coronel, in which his friend Rear Admiral Sir Christopher Cradock and 1,600 men perished after being forced to engage a much superior squadron under Von Spee.

Bridgeman hunted, shot and sailed for at least a dozen years after his health officially forced his retirement. The 'Forgotten First Sea Lord' died suddenly at Nassau in 1929 at the age of 80.

– JFA

THE PRIZE SYSTEM UNDER REVIEW

How fortune favoured the brave

Edward Pellew, the real-life character played by Robert Lindsay in TV's *Hornblower*, was a great prize-taker as well as a great fighting seaman. He is reckoned to have made over £200,000 – equal to over £40 million today.

Prize money, as much if not more than patriotism, was the motive for many of his contemporaries, who were often the younger, less well-off scions of large families and so needed to make their own way towards the customary dream of retirement on a large country estate.

Although the captain of a ship got by far the biggest share, as observed in the cartoon above, right, even at the bottom end of the scale a lowly seaman might collect half a year's pay towards his own goal of a nice little pub in Devon.

The mercenary motives of the sailors in the days of Nelson are explored with fascinating detail for the first time in Richard Hill's *The Prizes of War – The Naval Prize System in the Napoleonic Wars 1793-1815* (Sutton/RN Museum £25).

The author explodes many of the myths about corrupt courts, dishonest agents and venal Government practices. On the other hand, where he finds evidence of scandalous proceedings or the evils of a system with built-in delays, no punches are pulled.

Some reputations of well-known figures emerge dented, others enhanced.

Hood, for instance, was particularly avaricious. Other flag officers set a balanced example and imposed stricter standards – notably Nelson and St Vincent.

Neither were strangers to prize money or its attractions – indeed, a dispute between them on the subject made headlines. But everyone in the Navy knew that for these two fighting the enemy, rather than taking prizes, came first.

Nelson relinquished the prospect of easy prizes during the pursuit of the French which ended at the Nile. And St Vincent, having undergone "something of a Damascene conversion" after his injudicious pursuit of prize money in 1794-5, was constant in his criticism of officers who sought riches rather than success for British arms.

"Captain Lawford was once a good fellow, but since he has got

rich he is ... dilatory and negligent," he complained. Cynically, he observed "Sir J. Warren will intrigue for a chief command on the coast of Portugal ... he wants money." And, more generally, "Prize money, or looking forward to retirement, appear to be the governing actions of all the officers' minds."

Rear Admiral Hill comes to the

interesting conclusion that had prize money not existed it would have been necessary to pay the Royal Navy's men half as much again – in line with merchant service rates – to maintain "a fleet with any sort of morale, without impossibly high reliance on the press gang and with a tolerably low rate of desertion. By that kind of calculation, it was worth between

BLOOD, BAD WEATHER, AND BUGS

COUPLE of murders going on here, one political, the other domestic and both very, very complicated. The domestic case is basically an oldie. *Dial M for Murder* was made by Alfred Hitchcock in 1953: you've probably been seeing it off and on for most of your life, on Sunday afternoon TV.

It was set in a genteel post-war London, and was all about a polished cad intent on getting rid of his wife, versus a civilised Scotland Yard inspector in a tribly.

Well, not no more it ain't. This New York update, retitled *A Perfect Murder*, now finds room for a hitman in a balaclava, while law and order are in the hands of a rather sinister Arab detective. But it's been ingeniously revised – if you recall the original – with two characters merged into one and the plot given several extra twists. The pay-off, however, is unchanged – some business about a hidden latch key – and the only

aspect in which the material shows its age.

Michael Douglas is on form, improvising madly at each new setback to his schemes, and Gwyneth Paltrow, looking meltingly lovely in a succession of posh frocks, will be nobody's idea of a murder victim.

A political assassination is the starting point of *Snake Eyes*. The plot is so convoluted you could use it for an A-level exam in narrative comprehension. It takes place entirely in an Atlantic City sports arena, where the Defence Secretary is shot during a boxing match. Nicolas Cage, the cop on the scene, seals the arena and gets down to sifting the suspects, who include a glamorous whistleblower, a sinister naval officer, if you can conceive of such an article, and a selection of seedy, dangerous characters from the sporting underworld.

Cage is mostly in manic mode,



● Fair shares for all – a contemporary view of the Naval prize system at the time of Trafalgar: Officer: Why, Starboard! How is this, at prayers when the enemy is upon us: are you afraid of them? Sailor: Afraid? No – I was only praying that the enemy's shot may be distributed in the same proportion as prize money, the greater part among the officers.

one and two million pounds a year, which curiously is the kind of figure that prize money realised annually."

Most importantly, perhaps, "the prospect always glimmered, brightening from time to time with a promised cruise or sight of an unexpected sail. The Royal Navy could not have done without it. It gave to those days, soon to vanish, a unique piquancy and flavour."

– JFA

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HMS Amethyst 1945-47: J. Dunstan has made a stills video of ship's company photos from 1945-53 - over 300 photos. Cost of video is £8, with all profits to go to 4 Ships Association. Order from 47, Abbottsbury Rd, Newton Abbot, Devon TQ12 2NS.

HMS Belfast has no association! If you are interested in joining one, contact Ted Hill, prov. Hon Sec., on 01708 341803, at 11, Athelstan Rd, Harold Wood, Essex RM3 0OB. Active committee members required; contact Sid Pickett (prov. chairman) at 80, Lansdowne Drive, London E8 3ER, tel 0171 923 9238 or fax 0171 254 1743 for details of meeting on board Belfast in December to formalise committee and officers.

RNPTBA help: Due to computer failure at HMS Temeraire, the database for the RNPTBA has been lost. All members contact the Hon. Sec. HMS Temeraire with details so the database can be renewed.

HMS Arbutus: K. Boggeln is willing to pay for a photo of this corvette, sunk by U-76 in 1942. Contact him at 39, Napier Crescent, Fareham, Hampshire PO15 5BL.

HMS Woolwich: Chris Hobson bought a ditty box at auction in Glasgow and found photos of Shipwright Henderson. He wants to learn more about him, and to return papers to their rightful owners. Contact The Schoolhouse, Dunnet, Thurso KW14 8XQ.

Old Masthead Lamp: W. Petty bought a Meteorite Lamp, serial number A17890, and wants to know more about it. Contact him at 178, Wick Rd, Brislington, Bristol BS4 4HN.

HMS Glasgow: George Miller seeks copy of the Ship's Company (approx 1956), before she was scrapped. Contact George, 20, Skye Rd, Dunfermline KY11 4DR.

Thomas Palmer McMorde, a sub-lieutenant during WWII on the Russian Convoys, is sought by Mrs J Moore (nee Lillian Jean Muncester). Contact her at 14, Mariner Close, Middlesbrough, Cleveland TS6 7DF.

Gosport's Navy: John Parfitt is researching a book on naval bases on the peninsula of Gosport, with proceeds going to

the Veterans Association. If you served at Gosport send stories or photos, to be returned promptly, to John at 97, Green Crescent, Gosport, Hants PO13 0DW.

Naval Radar Trust: Do you know of this trust, which commissioned Radar at Sea by Lt Cdr Derek Howse in the early 1990s, or where Chris White can buy the book. Contact Chris at Apt 3DB, Edif Valdecantos, Caseo, Maritimo, 29600 Marbella, Spain.

HMS Derwent 1941-43 and HMS Derby 43-44: Paul White would like info on these ships, in which his father (Bob 'Knocker' White) served during the Pedestal convoy and the Italian fleet surrender. Contact Paul at 10, Wayfaring Green, Badgers Holt, Grays, Essex RM17 5JH.

HMS Andrew: R. Biddle is after info and/or a photo of submariner CPO Hedley Eastick. Please contact Mr Biddle at 5, The Leys, Esher Rd, Hersham, Surrey KT12 4LP.

HMS Vengeance: William Sparkes seeks info about HMS Vengeance around 1900. I have a photo of men forward of a large bridge signed Shipwrights, HMS Vengeance April 6 - 00. Contact William at 8468 Miller Rd, Swartz Creek, Michigan, 48473 USA.

Hayling Island: Pat Baxter wants info on a mock invasion on Hayling Island. Were you there? Did you help with preparations? What contact did you have with locals and how was the accommodation? Contact Pat at 57, St Thomas Avenue, Hayling Island, Hants.

HMS Billow: Mick Waddington wants a photo of this ship, a converted whale hunter. Contact 56, Alderton Bank, Moortown, Leeds LS17 5LG.

HMS Fernie August 1942: Mrs Long wants to know the circumstances leading to the death of her father, AB Norman Deatly. He died on August 20th from injuries sustained a few days earlier. Contact Mrs E M Long, 29, Vine Crescent, Reading RG30 3LT.

HMS Hunter H35, lost 10th April 1940: Roy Beveridge visited Narvik Cemetery in Norway and photographed graves of O/D Seaman A Tucker, A/Eng Room F Taylor & O/D Seaman T Howell. Families of these men are welcome to the photos. Contact Roy at 61, Parkside St, Rosyth, Fife KY11 2LP.

HMS Argonaut 1943 - 46: Does anyone have a copy of movements and actions etc. issued to the ship's company on paying off in Pompey 1946. Replies to E. Robinson, 3, Watts Lane, Hillmorton, Rugby CV21 4PE.

HMS Excellent 1974 - 79: MEM George Morrissey at Excellent, later moved to Plymouth. Member of Field Gun team, Earls Court early 80's. Contact D Hale, 01705 718802.

HMS Highlander, Bridgwater, LST 410 (or LST 1 - 1152), Drifter, Mist: Alistair Wemyss wants to borrow for reproduction and return wartime photos of the above. Contact Alistair at 56, Main St, Bishopstone, Aylesbury HP17 8SH, or tel. 01296 748608.

Navigator's Yeoman: Where can Mike Biffen obtain a Navigator's Yeoman badge (a pair of dividers)? Contact Mike at 81, Beakes Rd, Smethwick, West Midlands B67 5RS, tel 0121 429 3895.

Dr Crook & the Crack Potts: Gerald Evans seeks Hinez, daughter of Dr Crook, leader of this theatre group. They had dinner in July, 1951. Contact him at 15, Oakhurst, Chatsworth Court, Chatsworth Grove, Harrogate HG1 2AT, tel 01423 525062.

Naval children: Filmmaker Paul Cameron is researching a documentary on people aged 30-44 whose parents were in the RN, looking at the effects of travel, separation, the military way of life and so on. He also seeks cine film of life on board ship in the 70s. A Naval child himself, Paul can be contacted at 126 (T/R) Whitehill St, Glasgow G31 2LT, tel 0141 556 2162.

Calling Old Shipmates

HMS True Love 1951-53: Ex STO, Mech A.D. (Buck) Taylor is seeking Jock Sharp/John Harris or any former shipmates from this time. Contact Anthony Taylor, 32, Vicarage Close, Holmesfield, Derbyshire S18 7WZ or tel 0114 289 0054.

Alf Whitby: W.G. Mills seeks his old mate who, with Norman Cooper, used to have great runs ashore. All signalmen, W.G. Mills left his ship at Malta, keeping in touch with Alf until 1936 when WG was in HMS Royal Sovereign. Contact Mr Mills at 65, Mulberry Grove, Swindon SN2 1JD, tel 01739 535817.

HMS Ceres Wetherby West Yorks: A nostalgic weekend is proposed for 1999 with a social programme and a series of visits. Interested? Contact R. Knight, 41, Glenfield Avenue, Wetherby, West Yorks LS22 6RN, tel 01937 581404.

HMS Corunna 1954-56: Ex MEI A.D. (Buck) Taylor is seeking former shipmates from general service commission Mediterranean. Contact Anthony Taylor, 32, Vicarage Close, Holmesfield, Derbyshire S18 7WZ or tel 0114 289 0054.

HMS Naiaid: Any 'greenies' or MEM(L) serving about 1979. Rio trip, contact Mike Cresser, 105, Heron Way, Torquay, Devon TQ2 7SU or tel 01803 615753 or e-mail SMCRESS@aol.com He would like to organise a reunion for spring 1999.

848 Malaya Association seeks contact with all personnel of the 1952 - 56 formation of 848 NAS for Malayan Emergency. Contact L. Smith, 'Oakdale', Church Lane, Ashford Carbonell, Ludlow, Shropshire SY8 4BX or tel 01584 831397.

HMS Devonshire 1968-69: Peter Norman wants to meet up with two seamen with whom he became close friends, Peter Kilburn and Royston Malory. Contact his wife Kay Norman, c/o 41, Mariner Street, Swansea, West Glamorgan.

HMS Excalibur 1946-48: If you trained here contact George Rose regarding a reunion early in 1999. He has photos of Benbow Class Oct 46, Blake 46 & others. Phone George on 0151 677 2509 or write to 31, Mallard Way, Moreton, Wirral L46 7SJ. 20 contacts so far.

HMS Tenby Association J34 & F65: If you served on the WWII Banger-class minesweeper or the Whitby-class frigate, get in touch with other former shipmates through Phil Rowe on 0161 747 7325 or e-mail p.rowe@virgin.net or write to 7, Harcourt Close, Urmoston, Manchester M41 9NB.

HMS Pheasant 1943 - 46: Still looking for old shipmates with over 30 found so far. Fourth reunion at Sinah Warren, Hayling Island, 13-16 August, 1999. All welcome. Contact B Dowding, 1, Dymchurch Close, Clay Hall, Ilford, Essex, tel 0181 924 9158.

HMS Verran Bay 1948 - 59: An active and happy association, just like the ship, seeking missing shipmates. Contact John Miller, 54, Redruth Avenue, St Helens, Merseyside WA11 9EY or tel: 01744 602459.

HMS Cairo Old Hands Association: Is there anyone who was on board at any time and has not joined but wishes to? Write to R.J. (Dick) Paffett, 19, St Martins Road, Wroxall, Isle of Wight PO38 3BW or tel 01983 852986.

HMS Amethyst: Welwyn Hatfield Sea Cadets, who operate from TS Amethyst, would like to hear from ex-crew or anyone with memorabilia of their parent ship with regards to 50th anniversary of Yangtze Incident. Contact Phil Haynes on 01707 264184.

Hong Kong Flotilla: Looking for Baker, Rowden, Cleaver, Woodthorp and anyone who served 1952 - 60. Call Fleming 01703 844195.

HMS Burghhead Bay 1946 - 59: There are many names such as 'Happy' Day, 'Blossom' Brooks, 'Jumper' Collins and 'Blondie' Hancocks being sought by the association. If you served on board or know the whereabouts of any of the crew contact Rod Jenkins, 33, Paston Ridings, Paston, Peterborough PE4 7UR, tel 01733 751019.

HMS Achilles: Gary Cox would like to contact old shipmates of the 1982 USA cruise, especially PO MEM McKay, LDG MEM Coppins, MEMs Page, Osborne, Watkins and Sheridan. Contact Gary on 01622 683273 or write to 48, Woodside Road, Maidstone, Kent ME15 9AY. Gary was in an accident and has lost his memory.

HMS Rothersey 3 E Mess 1967 - 70: Dave Pitty, Paul Fuller, Pedlar Palmer: please ring Roy Baylis on 01291 420986.

HMS Raleigh 1963: Instructor PO Boyson or classmates of 805 Class please contact John Rankin, Flat 4, 12, Guys Cliffe Avenue, Leamington Spa, Warwickshire.

Aircraft Artificers Jan 1950 entry: Reunion planned. David 'Dai' Smith wants to

contact George Hambleton, Percy Payne, Squiz Squires, Jake Justice, Ron Wilson, Fern Harefoot, Rod Potts, Colin Moore, Gordon Davis and Eric Pilcher. Write to Dai at 3, Newton Gate, Nairn, Scotland IV12 4TS, or tel: 01667 453814.

HMS St Kitts 1954 - 57: Roy Sharrat is looking for D Marshall, Lofly Tye, Sid Holmes, Tanky Dowd, Scouse Ronney, Jan Hodges, Paddy May and Bungie Williams. Write to 100, Middlecoates, Tilehill, Coventry CV4 9AZ, or tel 01203 464830.

HMS Londonderry 1st Commission 1960 - 62: All old shipmates contact Dave Wickham, 12, Foxglove Close, Ringmer, Sussex BN8 5PB, or tel 01273 812842.

MAA David (Woggis) Addis ex TS Arethusa, ex Sidmouth etc: Contact Jan Rankin, c/o Murphy's Bar, Regent Street, Leamington Spa, Warwickshire.

(Abe) J. A. Abraham, a Senior Chief Cook eventually (serving 1935-62) would like to get in touch with anyone who remembers him. Write to 19, St George's Ave, Peverell, Plymouth PL2 3PW, tel 01752 705506.

HMS Unicorn Association is looking for lost shipmates to join the ranks. Contact E. Bosworthick, 3, Arundel Close, Hemel Hempstead HP2 4QR.

Fisgard entry Sept 1953: There is now a thriving association based on this entry. For information contact Ron Emerson, 6, Springwood Lane, Romiley, Stockport SK6 4JL, tel 0161 449 9259.

HMS Alacrity: Les Watts, who served as a 16-year-old, wants to contact old shipmate Fred Avery, from the Bournemouth area 50 years ago. He would also like to know if there is an HMS Alacrity Association or reunions planned. Contact Les at 18, Amberley Rd, Portsmouth PO2 0TG.

Norman Skinner, last heard of in Rainham, Kent area: served at HMS Ganges 1972. Fred Shelley would like to hear from you. Contact him on 0171 268 3604.

The Cutters Association: All who served in HM Ships Banfil, Culver, Fishguard, Gorleston, Hartland (of Oran Fame), Landguard, Lulworth, Sennen, Tolland and Walney (also of Oran Fame), all ex-US Coastguard cutters 1941-46: prepare for the 1999 reunion. Phone Sid Simkin on 01953 602656 or Jim Byrne on 0113 273 7243.

Keith Steele Dodds is sought by G. Slack, who served with him at RNSS Cookham Wood, Rochester, in 1949. Keith was Mr Slack's daughter's Godfather but they lost contact when he went to Canada. Write to Mr Slack at 11, Briar Way, Oakridge, 7800, Cape, South Africa.

HMS Glasgow 1937: Ron Walsh wants to contact shipmates Oliver Sheppard and Bill Toombs (Swindon area)? They may recall a certain 'occasion' they shared and wondered about the outcome. If they are still around contact Ron on 01329 281463.

Nigel Wallace (Wally or Geordie), joined RN in 1975, becoming regulator in 1985. Wife Julie is arranging a surprise 40th birthday party on April 3; friends from Andromeda, Ark Royal, Zulu, Brinton and Kellington, Cambridge, Excellent, Caledonia and Cochrane welcome, in particular AB Kevin Cook, Tug Wilson, Ian Williams, Dennis Law, Paul Griffin, George McCarthy, Phil Key, Graham Rolleston, Kev Oldfield and Stevie Swanwick. Contact 01785 213785, leaving name and number.

Assistance to researchers

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Reunions

December

Ex-Portland Police/Regulators: Russ Woolley has organised a reunion at Weymouth Police Station Social Club at 2000 on December 5, with free buffet and disco. Contact the Security MAA on Portland ext 5420 or Russ Woolley on 01305 220830 by Friday November 27.

February

Fisgard entry Sept 1953: The next reunion will be at the Trecarn Hotel, Torquay February 12-14, 1999. Enquiries to Ron Emerson, 6, Springwood Lane, Romiley, Stockport SK6 4JL, tel 0161 449 9259.

EX-Chatham P.R.O.R.M.ites, Royals and WRNS: Is anyone willing to organise this event at Chatham as agreed at the last meeting? If not, W. Bullimore will organise another one at Deal. Interested parties, to run it or attend, please write (with SAE) to him at 200, Downs Rd, Deal CT14 7TN.

March

HMS Diana Association will hold a mini reunion at the Norbreck Hotel, Blackpool, in March 1999. For details contact Gordon Woods on 01928 577694.

HMS Cassandra Association hold their reunion at the Stretton Hotel, Blackpool, March 26-29. Contact Bob Shead, 0114 230 7007 or Joe Ince, 01705 375945.

RNXX East Anglia group annual reunion is at the Shipwreck, Shotley Marina (formerly HMS Ganges Enright Block) on March 28, 1999. Contact Peter Brooke, 7, Penn Close, Capel St Mary, Ipswich IP9 2UE or tel 01473 310189.

April

HMS Cairo OHA: The next reunion takes place at the Royal Sailors Home Club, Portsmouth, on April 10, 1999, from 1100 to

1600. Contact R.J. Paffett, 19, St Martins Road, Wroxall, IOW PO38 3BW or tel 01983 852986.

HMS Indefatigable hold their next reunion on April 16-18 at the Strathallan Hotel, Hagley Road, Birmingham. Contact Les Wills, 61, St Andrews Rd, Sutton Coldfield, West Midlands B75 6UH, tel 0121 241 3723.

HMS Collingwood Association will hold their first reunion at Pontins South Downs Holiday Centre, Bracklesham Bay, Chichester, from April 23-25, including a visit to Collingwood Museum and a buffet lunch. Details from Mike Crowe, 7, Heath Road, Sandown, IOW PO36 8PG.

May

HMS Tenby Association J34 and F65 next reunion is at the Trecarn Hotel, Torquay, on the first weekend of May. Contact Jeff Mays on 01452 614459 or 11, Camomile Close, Coopers Chase, Abbeymead, Glos GL4 5WF, or jeffmays@virgin.net.

HMS Narvik 1956-59 are holding their reunion from May 7. Contact Rod Jenkins, 33, Paston Ridings, Paston, Peterborough PE4 7UR or 01733 751019. Also seeking Sam Barnes, George Harbron, Lt Cdr Peter Hughes, Lt Oakley, PO George Peel, Doc Doyle, Dutch Hollands, Eric Mills, Ralph O'Dell, Willy Spong, Alby Hurlock & PO George Sheldrake.

Landing Barges will be having a reunion on May 7-11 at the Seaford Hotel, 335, Promenade, Blackpool, tel. 01253 346469. Details from F.W. Smith, 0121 783 7598.

HMS Forester (H74) reunion at the York House Hotel, Eastbourne, on May 17-20. Contact Trevor Lloyd, 6, Matford Hill, Chippenham SN15 3NX, tel 01249 654420.

HMS Cavalier Association reunion at Chatham from May 28-31. Details from Sid Anning on 01752 768201. Committee members: places for the 'reunion showcase' at the king Charles Hotel, Chatham, are fast running out - contact Sid Anning as above.

23rd & 26th Destroyer Flotillas will hold next reunion at WO's and CPO's Mess, HMS Nelson, Portsmouth at 1800 on May 29. Contact Billy Swift, 37, New Rd, Lovedean, Hants PO8 9RU, tel 01705 591032.

June

HMS Tattoo, HMS Pique, 40MSF 1943 - 46 have a reunion planned at Portsmouth June 2-4. Details from Arthur (Joe) Rue, 30, East Drive, Blunsden Abbey, Swindon, Wilts SN2 4DP, tel. 01793 734490.

Landing Craft Infantry (Small): A final informal reunion will take place on June 6 at the Rising Sun, Warsash. Call Rhona Moody on 01489 575494 or Fred Baker on 01279 438538 for more details.

HMS Nightjar Inskip WRNS: Our next gathering will be at the St Ives Hotel in St Annes-on-Sea in June. Enquiries with SAE please to Margaret (Peggy) Johnson, 116, Headroomgate Road, St Annes-on-Sea, Lancashire FY8 3BG, or tel 01253 729813.

HMS Brecon L76 1942-45 and 2nd Commission will have a reunion dinner on June 25 at Strathallan Hotel, Edgbaston, Birmingham, with a buffet-dance on June 26 at the Nautical Club, Birmingham. Contact Doug Stevens, 29, Horsellers, Hemel Hempstead, Herts HP3 9UH, tel 01442 251899.

■ Material submitted for this page should be brief, clearly written or typed, and addressed to The Editor.

■ Entries are free of charge.

■ Items cannot normally be repeated.

■ Reunions appear in date order, and requests to place an entry in a particular edition cannot always be met.

■ There may be a delay before items appear, due to the volume of requests.

■ Items pertaining to commercial work, books and publications for profit may be declined through lack of space - in such circumstances the advertising department can help with a paid-for advertisement; contact 01705 725062.

September

HMS Burghhead Bay 1946-59 are holding their reunion on September 4. Contact Rod Jenkins, 33, Paston Ridings, Paston, Peterborough PE4 7UR or tel 01733 751019. Also seeking Yeoman Avery, Happy Day, Ted Harrop, Futler Morgan, Mr Wilding, Tubby J. Wooley, Jack Bates, Mr Chappel and many, many more. If you served on board, contact Rod as above.

HMS Tiger 1959-64: A reunion is planned for September 24-27 at Pontins, Blackpool. Everything included in the price of £70 - food, accommodation, entertainment and a coach to pick up at three designated points. Contact Dennis (Doc) Porter, 54, Wrenfield Road, Newtown Estate, Stockton-on-Tees TS19 0BD or tel 01642 644389.

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● A Bleriot XI at Osborne on August 4, 1913. Arthur Charles Barnby of the RNAS is in the rear cockpit. Below: An Avro 500 at Upavon in the same year. The pilot is Maj. E. L. Gerrard of the Royal Marines Light Infantry.

Pictures: Fleet Air Arm Museum

Bleriot XI and Avro 500

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years before, but instead of the 30hp engine which powered Louis's model, they had Gnome 80hp engines which gave a maximum speed of 66mph at sea level.

Also used in small numbers by the RNAS was the Bleriot Parasol, a development of the XI model with the wing braced above the fuselage.

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Top Tips for a Terrific Christmas

Do...

Make sure you have a sackful of batteries in the house - even if you don't buy anything that needs them ... every one else will.

Make sure your turkey is correctly dressed for dinner.

Seat grandma so that her elbows are within striking distance of grandad when he starts imbibing the Christmas spirit.

Women, whatever your husband/boyfriend asks for, buy him something from the electric tool range. He may not appreciate it on the day but he certainly will when you give him your joblist after Christmas.

Invite both the parents and the in-laws to lunch on the same day. You know it's going to be hell, but at least you can get the duty entertaining out of the way in one fell swoop and then get on with the business of enjoying yourselves.

Make sure the keys to every car in the household are locked up in a bank vault for the duration of the holiday. That way no one will be tempted to break the law and you will have the perfect excuse to avoid those relatives who can only get to you if you pick them up.

Buy your teenager a music gift voucher rather than a CD. Then you will be safely back at work before the house starts vibrating to the sound of SASH!

Invite your boss to your party. If they do the honourable thing and leave while everyone is still sober, you will have impressed them with your generosity. If they stay until the bitter end they will not be in a position to throw stones at work on Monday.

Have a wonderful Christmas!

Don't...

Buy anything that needs batteries. You know that you will ultimately end up paying ten times more for these than you did for the original item.

Even think about trying a substitute gift on the Eson/daughter. After the obligatory "it's great mum/dad", they will take the first opportunity to use their accumulated Christmas money for what you originally promised and your gift will be traded at school.

Seat grandma within striking distance of grandad (see 3 of Do's) after all it's his Christmas too.

Be too enthusiastic about the tartan wool slippers Bantle Beryl gives you or you will get a pair every Christmas for the rest of her life.

Men, unless specifically requested don't buy exotic lingerie for your wife/girlfriend. What you think is sensual she will think is obscene and you will invariably buy the top too big and the bottom too small. This leaves her wondering who you think you have been living with for all these years.

Men, under no circumstances buy your wife/girlfriend: (a) a cookery book (she will think you are comparing her unfavourably with your mother) (b) chocolates (you KNOW she is always on a diet) or (c) membership of a gym (this is like telling her the diet isn't working).

Invite both the parents and the in-laws to lunch on the same day unless you are either extremely brave, extremely foolhardy or fortified with copious quantities of Christmas spirit.

Forget to invite your neighbours to the party, it certainly beats a visit from the Police.

Best Wishes at Christmas

A word of thanks to you all for your kind and thoughtful support.

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Greetings



Competition Winners

Congratulations to the Winners in our "Go Tenpin Bowling" competition in the September issue –
Mr O Davies of Hampshire, Miss A Ross of Devon and Miss J Savory of Bedfordshire.
Congratulations also to the Winners of our "Keith Holmes" competition –
Mr R Gillman of Bristol, Mr E Davies of Hampshire and Mr Dabber of Devon.



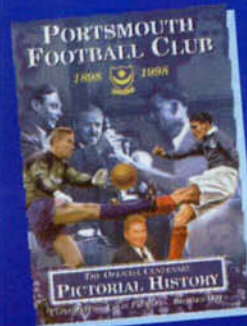
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Equality drive wins plaudits

THE ROYAL Navy has won three major awards for its ethnic recruitment policy.

The successes came at the British Diversity Awards, organised by *New Impact Journal*, for:

■ Promoting diversity practice – in 1996 the Navy launched a major programme to raise awareness among Britain's ethnic minorities about equal opportunities policies and careers opportunities.

Much credit goes to Cdr Keith Manchanda, who tackled some negative perceptions of the Navy, and raised the Navy's profile at events such as the Notting Hill Carnival.

■ Boosting employment potential – the Directorate of Naval Recruiting has significantly increased recruitment from ethnic minority groups. The percentage of entrants to non-officer posts has risen four-fold over the period to the end of June, and applications and selections for officers doubled.

■ Diversity enhancement – an award open to all members on the Diversity Register.

Two special awards were made; one to RN hero LSA Francis Mohammed for humanitarian work in Africa, and the other, a Diversity Practitioner Award, to the RN.

Second Sea Lord Admiral Sir John Bristow, said: "I am delighted the work we have been doing to promote equal opportunities in the Services and in encouraging people from ethnic minority

communities to join the Royal Navy have been recognised."

The work on equal opportunities by the Ministry of Defence was highlighted by former head of the US Joint Chiefs of Staff, General Colin Powell, at an MOD conference.

In his keynote address, General Powell said: "I am pleased to be standing alongside my comrades in the British Armed Forces for a campaign of great importance – I congratulate you on the efforts you have made."

"This crusade is in the best interests of Her Majesty's Armed Forces and the UK as a whole. I wish you the very best as you prosecute this war."

Conference host George Robertson, the Defence Secretary,

said "We want to see armed forces which truly reflect our increasingly multi-cultural society, and one in which women, as well as men, have every opportunity to progress."

The conference was attended by community leaders, professionals and academics across the field of equal opportunities.

Sir Herman Ouseley, Chairman of the Commission for Racial Equality, said: "The overt attitudes now displayed and commitment given at the highest levels of the Armed Forces by the Chiefs of Staff for all three Services present a powerful, unambiguous message to all, in and out of the Services, that there is a transformation taking place and the process is an irreversible one."

Navy plans new RAFT

THE NAVY has revealed details of a plan to build a platform in the Tamar for loading and unloading weapons.

The £12.8 million RAFT (Remote Ammunition Facility Tamar), a mid-river jetty, would be used for handling all conventional weapons for both ships and submarines.

By combining all such operations at Bull Point, the risk of a major accident through an explosion in Devonport Naval Base would be reduced, but thousands of residents in Saltash would fall into the new 2.5km nuclear pre-planning countermeasures zone, automatically drawn around nuclear submarines.

Public meetings have been held, and the proposals go to a Caradon District Council meeting this month before being considered by Plymouth planners early next year.

The MOD hopes work can start in June next year, to be operational by the end of 2001.



RN parades at Portland

THE OFFICERS, men and women from HMS Osprey said an official farewell when 230 of them exercised the Freedom of Portland by parading with a ceremonial White Ensign and guard.

The parade was led by the Band of HM Royal Marines BRNC and by Capt John Harvey.

The three-mile march paused at Portland Cenotaph for a Service of Remembrance.

Personnel have already started leaving the Dorset base, which closes in February.

MOD looks at fire procedures

A FIRE safety management system is being introduced into the workplace by the Ministry of Defence.

While MOD already has procedures to safeguard personnel from the risk of fires, it has decided that those measures need to be reinforced by a formal management system. The move is a result of a review of procedures which took place with the introduction of the Fire Precautions (Workplace) Regulations 1997.

The Ministry intends to have the whole Defence estate assessed under the fire safety management system within five years, starting in April. It will be applied to all buildings in the Naval estate and will include a fire safety risk assessment.

More details are in RN Defence Council Instruction 153/98.

Sailors help build bridge

TWO Navy men were involved in the construction of a bridge in a sensitive part of the countryside.

Lt Gordon Morrison was in command of a Joint Air Transport Evaluation Unit which used an RAF Chinook to lift four bridge sections, each 20 metres long and weighing four tons, into place without disturbing the archaeology along part of Hadrian's Wall.

CPO(AH) Third was also part of the 18-man team.

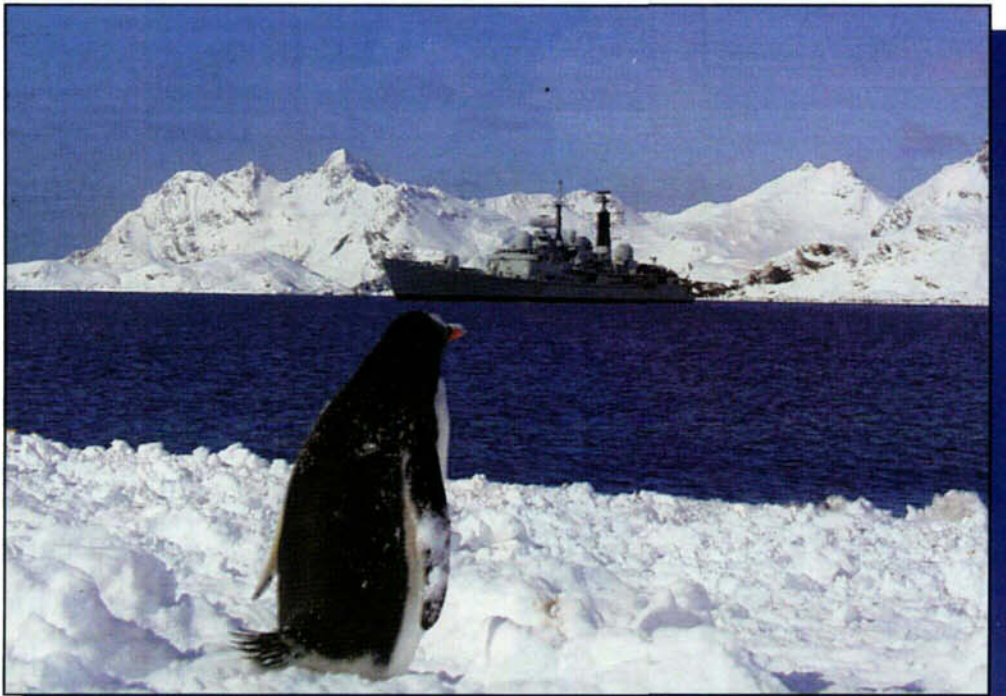
The bridge is part of an 80-mile National Trail from Wallsend to Bowness which will be completed by 2001.

Busy retirement

VETERANS living in the Royal Naval Benevolent Trust's residential home in Chatham have a full social diary this month.

The residents of Pembroke House, ex-sailors and Royal Marines with an average age of 82, have been invited to six Christmas parties, carol-singing and church services, as well as their own Christmas lunch.

Much of the travel will be in their own Mercedes minibus, provided by the Royal Naval Association in May.



● Cold stare – a penguin looks across to HMS Edinburgh, anchored at Grytviken in South Georgia just before she ended her South Atlantic deployment. The destroyer was due back in Portsmouth at the end of November, having handed over to HMS Sutherland. While at South Georgia, six members of the ship's company tried cross-country skiing for the first time. Led by Sgt Ginge Booth RM (ML), they headed for Gull Lake, used as a reservoir for the old whaling station, and visited the grave of Sir Ernest Shackleton.

Picture: Mark Jones.

'Don't panic' over fitness tests

COMPULSORY annual fitness tests are to be introduced by the Royal Navy in April – but there's no need to panic, according to the team behind the initiative.

Under the first stage, male personnel aged under 25 will have to run 2.4km in less than 12 minutes, and women in less than 14.

That stamina test will be supplemented by a power and strength test in the following year, and will be age and gender free. It will be related to firefighting, casualty evacuation and damage control tasks and is being developed by the Institute of Naval Medicine.

Compulsory tests for those aged 25 and over, but under 30 will be introduced in 2000 and tests for those aged 30-35 in April the following year. The test for under 40s will come in 2002, and for under-50s in 2003, although the stamina test for the over-40s is likely to take the form of a non weight bearing cycle ergometer test.

All Naval personnel under 50 will be included in the programme by 2004, but it will be voluntary for the over-50s. Ninety days notification of the test will be in pay statements.

From April, male personnel under 25 must be

able to run 2.4km in 11 minutes (13m 15s for females). From 2000, the over-25s must run the distance in 11m 38s (13m 50s for women).

Standards for those aged 30 and over are still being evaluated.

RN Fitness Testing Officer Lt Graham Cooke said: "People may be panicking but there is no need – these are achievable."

"If people want it, the help will be there, and there is a sympathetic remedial programme."

Lt Cooke said it is not a question of forcing a new lifestyle on someone, but working fitness elements into their existing lifestyle.

Personnel who fail the test will be given a training package and will have to re-take the test within 90 days. That process will be repeated for a second failure, and on a third failure a medical check will be made, and if the person is found to be healthy there will be a continued programme of guidance and strictly supervised training.

Future employability should also be assessed. There will be no direct administrative sanctions imposed specifically for failure during the staged introduction of the fitness test.

More details are published in General Defence Council Instruction 233/98.

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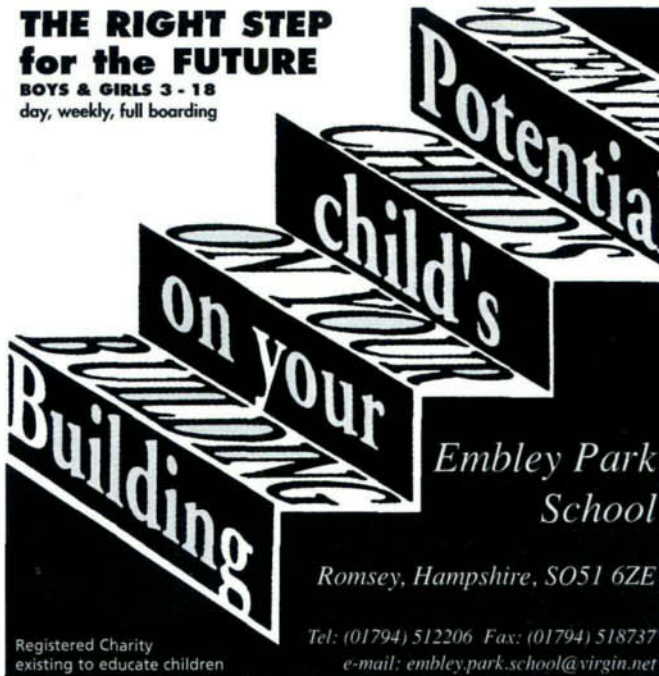
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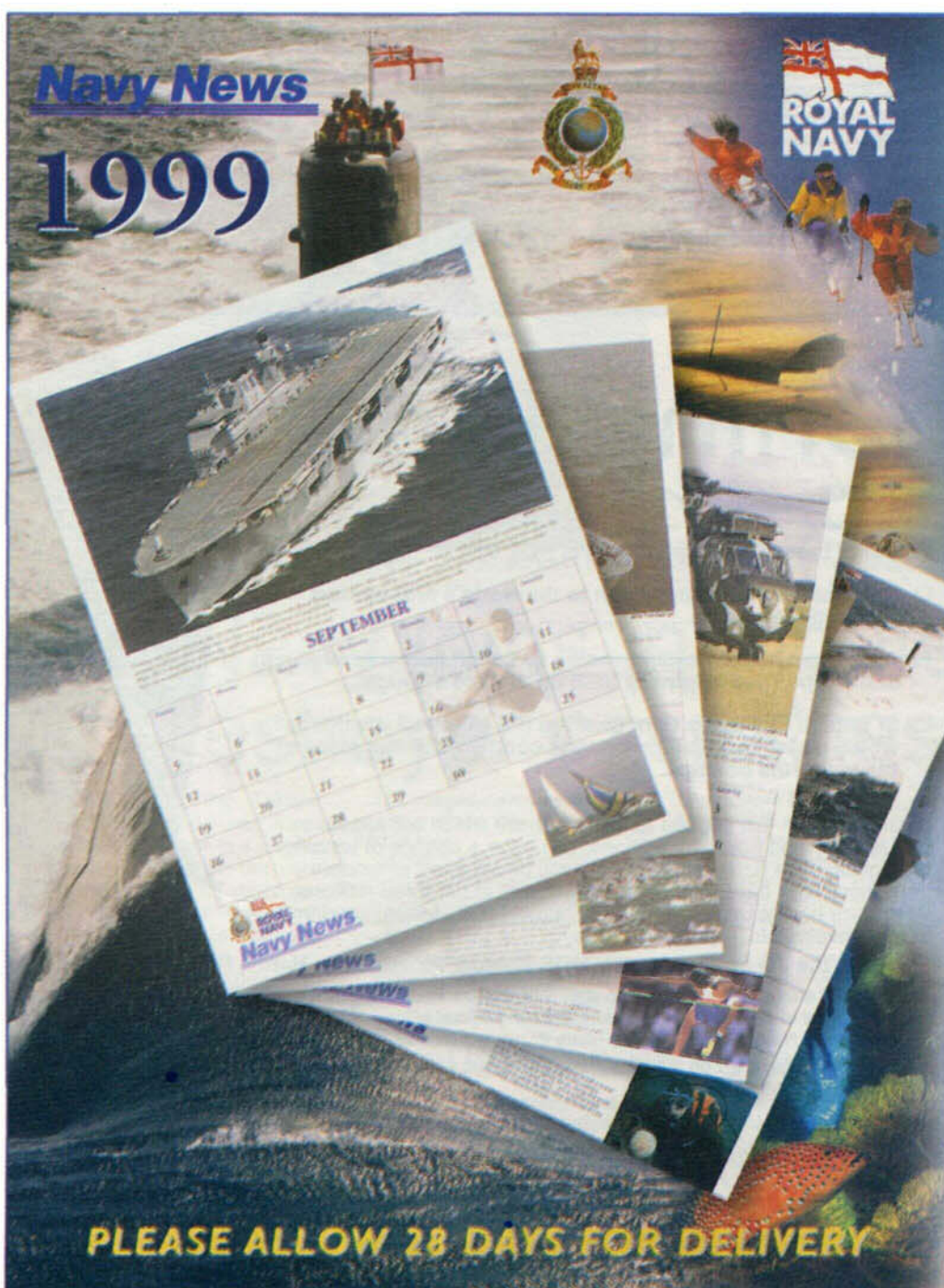
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TEAMWORK

Is the theme chosen for the Navy News Calendar 1999

If you're keen on sports, the Royal Navy has more to offer than any other organisation of its size you could name, and some of the finest facilities to enjoy them. Apart from the usual team games - and ships' teams regularly do well in matches played at their various ports of call around the world, even against professional sides - the Senior Service caters for all tastes. Well, most of them. Everything from white water rafting to motorcycle rallying. From ice climbing to hang gliding. From potholing to skydiving.

Everywhere the Navy goes, its high standard of physical fitness is demonstrated by its sporting prowess. The 1999 Navy News Calendar has the latest pictures of some of the best units of today's Navy - with snap shots of its people enjoying the opportunities it gives them to make the most of their leisure time. They work hard and play hard.

Once again the customary high standard of presentation and production has been maintained with a new and improved layout.

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PLEASE ALLOW 28 DAYS FOR DELIVERY

In Brief

IPSWICH branch made a donation of £500 to the sponsored scooter ride by Navy chaplain, the Rev. Mike Brotherton. Donations were also made by the club where the branch holds its meetings and by the local branch of the Association of Wrens.

CHRISTMAS cheer came early for ten Chelsea Pensioners entertained by Uxbridge club and branch, and each presented with a bottle of whisky.

THIRTY shipmates from Wigston and District, as well as members of the local Burma Star Association took a weekend break at Babbacombe, Dorset.

MEMBERS of South Bristol branch visited Chatham Historic Dockyard and made a two-hour tour of the preserved submarine HMS Ocelot.

SHIPMATES of Cheshunt joined the congregation of Christ Church, Waltham Cross, for a Trafalgar service conducted by the branch chaplain, the Rev. Martin Bannister.

WHITBY Endeavour Guides Association is being formed for shipmates who were guides or helped to refit the bark Endeavour when she visited. Contact Mrs Jean Smith, 14 Henrietta Street, Whitby, YO22 4BW (tel. 01947 400481).

Irish links are strengthened

A PARADE involving members of Birkenhead branch of the RNA in County Cork is thought to be the first time in over 50 years that a British standard has been paraded at Ireland's Haulbowline naval base.

The visit by the RNA members is an example of the strengthening links between Birkenhead shipmates and their opposite numbers in the Irish Naval Association.

It follows a weekend visit by a delegation from Dublin branch of the INA during which they joined in the annual parade on Merseyside which commemorates those who sailed from the Liverpool area in wartime.

Making the return visit were Birkenhead shipmates Frank Gallagher - the standard bearer, Ritchie Richardson and Jack Kennedy. They were entertained at Haulbowline by INA members, and joined in the celebration of the

Around the Branches

80th birthday of the INA President, Shipmate Piaras O'Connor. The following day the Birkenhead standard was paraded alongside the Tricolour and Irish naval standard.

Swindon

In memory of Lt Cdr A. J. Mackenzie and the 47 crew lost in HM submarine P222 on December 12, 1942, a memorial service and parade was held by the branch, involving 34 standards.

The service in St Mark's Church was conducted by the branch chaplain, the Rev. John Lees, assisted by HMS Drake chaplain, the Rev. Robert Coates.

Among those who attended were relatives and friends of the men who died and ex-submariners with a close association with P222.

At the parade shipmates marched to music by Swindon

Royal British Legion Corps of Drums and the Cricklade Band. Branch president, Rear Admiral Anthony Davies, took the salute.

P222, adopted by Swindon during Warship Week in 1942, completed five patrols. She covered the Pedestal convoy to Malta and the Allied landings in North Africa before being sunk west of Italy.

Littlehampton

Among Littlehampton shipmates who attended the ceremony to hand over the minesweeper HMS Arun to the Brazilian Navy was the branch's oldest member, 91-year-old Hywel (Taffy) Hughes.

Arun District Council, which includes Littlehampton, was affiliated to its namesake ship. After the ceremony at Devonport, the branch members attended a reception at HMS Drake.

Trafalgar Night was celebrated with a dinner dance attended by members of neighbouring RNA branches and Ford branch of the Fleet Air Arm Association. Guest of honour was the Vice Chairman of Arun District Council, Cllr W.



Paris, accompanied by his wife.

Capt Phillip Sherwin RN (ret'd) proposed the toast to the Immortal Memory.

Plymouth

The Master and crew of the Brittany Ferries flagship Val de Loire welcomed shipmates from seven branches in No. 4 Area - and one from Stockbridge & Redcar - for a second biannual cruise from Plymouth to Santander. A Force 9 for part of the trip sent many to their berths, but there was an chance to enjoy five-star cuisine.

Soham

Links forged by the branch with 'Nelson's church' of All Saints, Burnham Thorpe were renewed at a service attended by members of branches in No. 5 Area. Guest of honour was the Deputy President of the Association, Rear Admiral John Bell.

A Trafalgar Night social and the proceeds of a pumpkin fair helped to raise funds for a new standard.

Harlow

The 100-strong branch, which commissioned with 15 members, celebrated its 40th anniversary. A dinner dance to mark the event was attended by founder members

Double honour for life

SHIPMATE Ken Sampson, was doubly honoured to have his life membership certificate presented by the Lord Mayor of Plymouth, Cllr Eileen Evans.

The Mayor attended Plymouth branch meeting and was accompanied by the branch president, Commodore Jonathon Reeve, Commander of Devonport Naval Base.

Shipmates Bert Norris and Frank Clements (the first chairman) with his wife, Gillian. A cake was provided by Irene Angel and family in memory of her late husband.

A thanksgiving service at St Andrew's Methodist Church was conducted by branch chaplain, the Rev. John Wheaton, with standards of neighbouring branches and other ex-Service associations on display.

Naval Quirks

IN THE 1870s, THE RUSSIAN NAVY BUILT TWO CIRCULAR WARSHIPS..



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Find the Joker China Fleet

FIND THE JOKER in *Navy News* for three editions - and you have a chance to win a five-night luxury holiday at the China Fleet Country Club in Cornwall.

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Two are true. One is wildly inaccurate.

Just mark the box next to the untrue statement.

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is a five-night holiday for two at the China Fleet Country Club at Saltash. It includes accommodation in a four-berth apartment plus free, unlimited use of the leisure pool.

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Surrounding attractions include the glorious Tamar Valley, Dartmoor, Cornish beaches and Plymouth waterfront. The club has sports facilities - including an 18-hole golf course - and attractions for children.

Which of these three statements is NOT true:

- ☐ Nautilus was the name given to the world's first nuclear powered submarine.
- ☐ A bark is a kind of sailing vessel so called because all ships of the type were originally built on the Isle of Dogs.
- ☐ St Elmo's Fire is the term given to the electrical discharge which under certain atmospheric conditions takes place at the yardarms of ships.

If you can fill in this coupon as well as those which will appear in our January and February editions, you have a chance of winning the holiday. The name of the winner will be selected at random from those who have given correct answers in the three editions. When you have completed all three original entry forms, send them in one envelope to:

Find the Joker, Navy News, HMS Nelson, Portsmouth, Hants, PO1 3HH

They should arrive at *Navy News* no later than March 15, 1999. Entries with all three correct answers will be entered in a prize draw conducted at *Navy News* offices. Winners will be announced in the April edition of *Navy News*. The first name drawn will receive the prize of the holiday.

The judges' decision will be final. No correspondence will be entered into. *Navy News* employees and their relatives may not enter.

NAME.....

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Association

PICTURE PUZZLE

OUR OCTOBER Picture Puzzle winner was Mr O. Bossino of Gibraltar. He named the ship as HMS Tarlton, a Ton-class mine-sweeper which in 1967 was sold to the Argentinian Navy as the Rio Negro. She remained in service there until 1996-97.

Mr Bossino's reply was picked at random, and he receives our prize of £30.

This month, identify the ship for a chance to win another £30. A clue: You could be forgiven for thinking her name conveyed more of love than war.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner. Closing date for entries is January 15. More than one entry can be submitted, but photocopies cannot be accepted.

Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

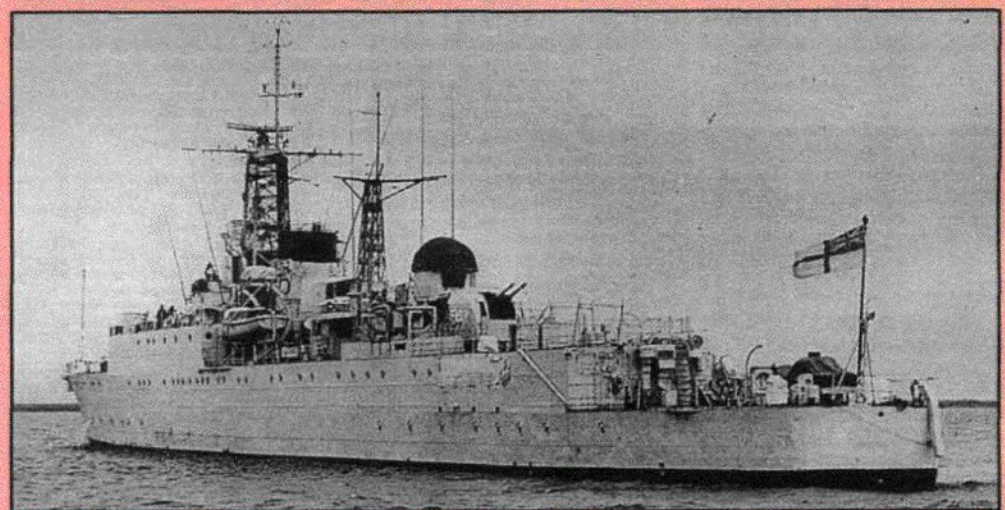
The winner will be announced in our February edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 46

Name

Address

My answer



● All set for take-off – Gladys Cox with Don Robertson of the Royal Navy Historic Flight.

Stringbag jaunt for Grandmum Gladys

THESE DAYS flying is commonplace for most grandmothers – but Shipmate Gladys Cox's prize flight was a rare experience for anyone, let alone grandmas.

Gladys (61) was one of three winners in Littlehampton branch raffle in aid of the Swordfish Heritage Trust – and the prize was a flight in a Second World War Swordfish.

The open-cockpit torpedo bomber – known to a generation of Fleet Air Arm personnel as the 'Stringbag' is one of only two air-worthy Swordfish operated by the RN Historic Flight at Yeovilton – and Gladys's husband, Patrick, a member of Littlehampton branch and former FAA member, went there to see her take off and land safely.

"It was wonderful," said Gladys afterwards. "It made me realise how vulnerable the pilots were, being open to the weather."

US Navy joins in tribute to destroyer casualties

MEMBERS of the United States Navy joined Royal Naval and RNA members in a service of remembrance for the men who died when the destroyer HMS Broadwater was sunk during the Battle of the Atlantic.

Formerly the USS Mason, the four-stacker was acquired from America under Lend-Lease, and was under the command of Lt J. S. Parker, apparently the first American commissioned into the RNVR in World War II.

She was sunk by U-101 on October 18, 1941 in the Western Approaches.

The service of remembrance was held at St Mary's Church, Broadwater, Worthing. Wreaths were laid on behalf of the USN, and RN and RM buglers sounded the Last Post and Reveille.

The congregation included four survivors of the ship, relatives and next of kin.

At the subsequent parade the RNA national standard and that of No. 3 Area were displayed, as well as RNA branch standards – including Worthing's – and the standards of other ex-Service associations.

Hove Sea Cadet band led the parade and the salute was taken by Capt James F. Mader USN.

Commodore C. M. Carson and the Mayor of Worthing.

At a reception the survivors were presented with a photograph of the ship and in response presented the Mayor with a water-colour of the destroyer for display in the Town Hall.

Worthing branch celebrated Trafalgar night with a buffet dance at which Shipmate George Kiteatt proposed the toasts.

Plaque honours Venetia sailor

A PLAQUE in memory of a sailor who died when his ship was mined in the Thames estuary just days after he was married has been dedicated at All Saints Church, Brightlingsea, by Brightlingsea branch chaplain, the Rev. Richard Salenius.

Stoker Fred Lucraft joined the Navy in 1939, and the following year his ship, the destroyer HMS Venetia, took part in the Dunkirk operation. He returned home in the following October to be married and to become god-father to his niece. But eight days later he was killed when his ship was sunk. The plaque was erected by his sister and his niece and god-daughter, Janet.

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NoticeBoard

Appointments

Commodore J. M. de Halpert to be promoted Rear Admiral and to be Naval Secretary and Chief Executive Naval Manning Agency in succession to Rear Admiral F. H. Malbon. Dec. 9.

Surgeon Commodore I. L. Jenkins to be promoted Surgeon Rear Admiral and to be Medical Director (Naval) in succession to Surgeon Rear Admiral P. W. H. Paine.

A/Cdr M. G. Trevor to be CO HMS Southampton. Jan. 23.

Lt Cdr R. K. Thomas to be CO HMS Middleton. April 12.

Lt Cdr N. J. Barker to be CO HMS Beaver. Nov. 10.

Lt Cdr G. D. Turnbull to be CO HMS Roebuck. May 21.

Promotions to Chief

AUTHORITY was issued by Commodore Naval Drafting in November for the following to be promoted to Chief Petty Officer:

OPERATIONS (SEAMAN)
To CPO(S) - D.A. Edwards (Raleigh).
OPERATIONS (COMMUNICATIONS)
To CPOCY - J.W. McRae (Cornwall).

OPERATIONS (PTI)
To CPOPTI - D. Nordon (Neptune CFS), G.E. Thomas (Temeraire).

MARINE ENGINEERING
To CPOEM(M) - M.A. Asquith (RM Poole), K.D. Foster (Drake CBP CFS).

SUBMARINE SERVICE
To CPO(TSSM) - S.A. Felfel (Dolphin SM School).

CPO ARTIFICER/TECHNICIAN
Commodore Naval Drafting has been notified of the following advancements to Chief Petty Officer Artificer/Technician which were made by commanding officers:
To CPOCT(L) - P.M. Webster (SCU Leydene ACNS).

To CPOMEA - M.D. Box (Intrepid, S.J. Charles (York), M.L.E. Dixon (Neptune NT), D. Duery (CFM Portsmouth), D.C. Edwards (York), H.D. Leader (Superb), S.A.P. Sheldon (York), J.M. Wright (CSST Shore Faslane), J.P. Wright (CFM Portsmouth).

To ACPOMEA - P.D. Chaffie (CFM Portsmouth), R. Chambers (Illustrious), N.J. Ferguson (Neptune FD), D.J. Hinde (Illustrious), K.S.L. Hodgkin (Campbelltown), G.S. Martin (CFM Portsmouth).

To CPOWEA - I.M. Darroch (Sceptre), S.E.S. Field (Cardiff), S.J. Fuzzard (Beaver), S.L. Goodman (Cardiff), M.W. Jennings (Glasgow), C.D. Macleod (Neptune NT), J. McCarthy (Chatham), S.J. Noble (CFM Portsmouth), D.P. Reynolds (Marlborough), P.C. Sumpter (Norfolk), C. Taylor (Drake CFM), D.J. Wetton (Manchester).

To ACPOWEA - R.A. Laird (Neptune SM1), A.J. Page (Richmond), R.J. Rodgers (London), S.G. Rowlands (Neison), D. Smart (Talent), J.P. Travers (Trafalgar), P.D. White (Torbay).

To CPOAEA - M.R. Mansfield (815 Flt 207), M. Partridge (DGA(N) MASU Sea), J. Wallace (810 Sqn. Seahawk).

Nil: LWSA - Dry Nil; POWWTR - 490 (20.9.93); 1: LWTR - 387 (24.3.94); 1: POWWTR(G) - Int (11.7.97); Nil: POW(METOC) - Dry Nil; LW(METOC) - Int (2.6.98); Nil: POWPHOT - 420 (5.10.93); Nil: POWAEM(M) - Int (20.3.98); Nil: LWAE(M) - Dry Nil; POWAEM(R) - Dry Nil; LWAE(M) - Dry Nil; POWAEM(L) - Dry Nil; LWAE(M) - Dry Nil; POWETS - 1001 (15.11.90); Nil: LWETS - 561 (22.9.92); Nil: LWTEL - 685 (3.12.91); Nil: POWWA - 564 (10.3.93); Nil: LWWA - 422 (4.8.93); 3.

POWDHYG - Int (2.8.96); Nil: POWDSA - Int (30.1.97); Nil: LWDSA - Int (5.11.96); Nil: POEN(G) - Dry Nil; LEN(G) - Dry Nil; PONN - 105 (12.3.96); Nil: POMA(Q) - Dry Nil; LMA(Q) - Dry Nil.

PO(AWW) - Int (17.12.96); Nil: LOM(AWW) - Int (25.3.98); Nil: PO(AWT) - Int (2.10.97); Nil: LOM(AWT) - Int (14.7.98); Nil: PO(UW) - Int (21.2.98); Nil: LOM(UW) - Int (17.2.98); Nil: PO(EW) - Int (24.7.97); Nil: LOM(EW) - Int (8.12.97); Nil: PO(MW) - Int (15.7.97); Nil: LOM(MW) - Int (17.3.98); Nil: PO(C) - Int (17.8.98); Nil: LOM(C) - Int (13.12.97); Nil: PO(SSM) - Int (18.2.98); Nil: LOM(SSM) - Int (22.4.97); 1: PO(TSM) - Int (14.11.96); Nil: LOM(TSM) - Int (14.11.96); 1: PO(CSM) - 483 (8.6.95); Nil: LOM(CSM) - Int (14.1.98); Nil: POWSM - 340 (5.7.94); 1: LOM(WSM) - 602 (26.8.92); Nil.

The basic dates for the female ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22:

POWTEL - 848 (1.4.93); Nil.
It should be noted that the number of B13s issued in the female categories are those advanced from the female shore roster.

26, aged 85.
Archie Sims DSM, ex-CPO COXN. Ships: Bedouin (Narvik), Verulam (Russian convoys & Far East - sinking of Japanese cruiser Haguro. Oct. 25, aged 78.

Andrew Murray, ex-Tel. WWII. Ships: Abdiel (Crete, Tobruk), Spartan (Anzio, survivor). Former managing editor of Southern Cross, S. African Catholic newspaper; latterly internationally known professional artist from 1969. Oct. 11, aged 81.

Stan Robin, served 1936-51. Ships included Royal Oak, Punjabi (survivor), Amethyst (wounded during Yangtze incident). Oct. aged 81.

Li L. W. Rickard. Ships: Neptune (cruiser first commission), St Angelo, Illustrious, Mauritius, RNH Haslar, Terror, Collingwood, Aged 91.

Tony Horry, served 1941-46 in destroyers in Med. and Russian convoys, and HMS Glory in Far East. Former member of business staff of Times. Oct. 18, aged 76.

Cdr Bruce Wansbury, Ex-RN and RAN. Ships included Albion, Forth, Falcon (Halfar). Harry P. Williams, member of HMS Pearl Crew Association. Oct. 13.

Baz Sines, ex-COXN submariner. Last RN boat HMS Renown. Transferred to RAN. In New South Wales. Oct. 17, aged 49.

Malcolm Wright. Ships: Bicester, Boxer, Belfast, Gabbard, Anson. Member of HMS Bruce Register and Korean Veterans Association. Oct. 19, aged 67.

Terry Swain, ex-AB. Ships: HM submarines Trump, Tireless, HMS Adamant. Korea veteran and member of HMS Bruce Register. Oct. 27.

M. M. (Mudge) Carter, ex-PO Stores, served 1948-60. Ships: Vengeance, Cayton, Coquette, Bigbury Bay, Dolphin, St Angelo, St Vincent. Member of Algerians Association. Sept. 4.

Les Joyce BEM, ex-CPOWTR, served 1939-75. Ships: Drake, Ganges, Scott, Pembroke, Superb, Forth, Hornbill, Ceres, Dolphin, President, Condor, Bulwark, Victory. Attached Rowner Community Centre, Gosport until 1985. Oct. 21, aged 78.

Dennis Tague, ex-CK, served 1956-70. Ships included HMS Whirlwind (A-bomb tests). Former member of RN boxing team. Formerly employed as kitchen porter at HMS Raleigh. Oct. aged 60.

George Troughton, ex-L Wireman, served in HMS Serene 1945-46. Member of HMS Serene Association. Oct. 22.

Ken Curry, ex-AB submariner. Boats included P511, Shakespeare. Member of Leicester branch of SOCA.

S. J. Farley, ex-Sto/Mech., served 1949-57. Ships: Nereide, Lindisfarne, Glasgow, Dolphin. Aged 66.

Billy Walton, member of Majestic-Caledonia 1937-38 Boys' Association. Oct., aged 77.

Joe Hope, member of Majestic-Caledonia 1937-38 Boys' Association. Oct., aged 77.

J. Stinfield, ex-AB Steward, served 1941-46. Ships: Tattoo, Menestheus. Oct. 20, aged 76.

Neville Merrick, ex-FAA CERA. Ships: Glory, Battler, Indomitable. Member of Old Illustrians Association. Oct. 22, aged 77.

Eddie Blake, chairman HMS Diana Association. Nov. 3, aged 63.

Robert George Hillen, ex-LRO submariner. Ships: Ganges, Mercury, Terror, Victorious, Osprey, Aurora, Andromeda, Revenge, Repulse, Resolution. Served in RMAS at Faslane and in MOD Police. Oct.

THE TIME OF YOUR LIVES



● 1978 saw the last of HMS Ark Royal.

NAVY NEWS looks back through its pages to recall some of the December headlines of past decades...

40 years ago

RFA RELIANT, formerly the grain carrier mv Somersby, had left Chatham for the Far East to become the Navy's first air stores issuing ship, capable of replenishing aircraft carriers at sea.

30 years ago

FOR TWO years the Navy's leaders had been engaged in a complete rethink of future strategy, said the Vice Chief of the Defence Staff, Admiral Sir Peter Hill Norton. They had had to take into account technological advances, economic problems, the disappearance of the Empire, and the move towards Europe. Principal Naval responsibilities were the new task of nuclear deterrence and to deter countries big or small who had aggressive intentions.

The first order for the Type 42 guided missile destroyer was placed with Vickers shipbuilding group.

20 years ago

AS BRITAIN's sole remaining strike carrier, HMS Ark Royal, paid off, Flag Officer Naval Air Command, Vice Admiral Sir Desmond Cassidy, said people who foresaw the end of the Fleet Air Arm would be wrong. "We are very much alive and kicking," he said. In the 1980s the Navy expected to have a front-line force of nearly 150 aircraft as well as 100 support and training aircraft.

Swop drafts

LCH K. Osterfeldt, 5 Mess, HMS Herald, BFPO 296, deploying Feb. Will swop for any other Plymouth ship deploying or not (current ERD Jan. 2000. Willing to extend current sea time).

OM(AW) 1 L. A. Perry, 3R Mess, HMS Gloucester, deploying June. Will swop for any Portsmouth Type 42, preferably non-deploying, stretched 42.

CPOMEM Oakley, EM 2 Co-ordinator CFM(P) until August. Will swop for any Gosport area draft (P.J.Ts HMS Sultan Feb.). Contact HMNB Portsmouth ext. 24888.

POWEM(Q) G. A. Mills, PO Mess, HMS Iron Duke, BFPO 309. Will swop for any Devonport ship.

LCH Currier, HMNB Portsmouth ext. 24294, drafted HMS Liverpool April 20. Would prefer HMS Illustrious.

CPOMEA(EL) Willis, CFM ext. 23437 or HMS Sultan ext. 2507, drafted HMS

Campbelltown, May 4. Will swop for any Portsmouth sea draft.

LMEM(M) P. Wingfield, drafted HMS York, April 26. Will swop for any small ship anywhere, but anything considered. Contact BT Outboard Workshop, CFM until Nov. 27, then Underground Barrack Master, HMS Warrior.

CPOMEA(M) Vitall, FONA representative, HMNB Portsmouth ext. 23466, will swop for any second-line billet at Portland or Yeovilton.

PORS Rodgers, B Watch, Commcen Whitehall, drafted HMS Collingwood, Feb. Will consider any other draft.

OM(C) J. Hamer, HMS Walney, BFPO 423, Faslane ext. 4253, will swop for any Plymouth ship.

LOM(EW) Neve, Main Gate, HMS Nelson, drafted HMS Southampton, Jan. (Rosyth refit then Portsmouth in June). Will consider any other ship.

LSTD Knott, HMS Ocean, BFPO 350, will swop for any Portsmouth ship. All offers considered.

WOM(EW) 1 K. Snow, HMS Dryad (93835 4513), drafted HMS Liverpool. Dec. Will swop for any Plymouth Type 22/23 deploying or not.

LWTR Lee Bates, Cash Office, HMS Neptune, will consider any swop south of Birmingham, preferably London area.

POWTR D. A. Lee, HMNB Portsmouth ext. 24677/23511, drafted HMS Sutherland, March 23. Will swop for any Portsmouth ship.

WWTR Pitt, HMNB Portsmouth ext. 26419, drafted MWC Portsmouth, near HMS Dryad, Jan. 19. Will swop for any London draft.

LSTD Coleman, HMS Forest Moor, Darley, N. Yorks., HG3 2RE, drafted HMS Fearless, March 23. Will consider any other sea draft.

MEM(M) Jones, HMS Gloucester, HMNB Portsmouth ext. 22471 (deploying June), will swop for any Portsmouth ship not deploying.

LSTD A. J. Jones, HMNB Portsmouth ext. 25172, drafted HMS Coventry, Jan. 12. Will swop for any Portsmouth ship (except Type 23) deploying or not.

AB(R) M. A. Borton, 3P Mess, HMS Glasgow, deploying March. Will swop for any Plymouth survey boat.

RATINGS seeking to swop drafts must ensure that the requirements of BR14, article 0506, are met.

In particular they should be on or due the same kind of service - ie sea or shore; have time to serve in their current draft; be the same rate; and be of similar experience.

A rating on sea service will not be permitted to swop with another on shore service. All applications for swop drafts are to be made on Form C240 to NDD, Centurion Building.

Awards

THE FOLLOWING awards have been approved by the Queen:

N. IRELAND
MBE - Capt (Lt Maj.) R. J. Stephens RM.
OGM - Cpl D. J. Roach RM. Mentioned in Despatches - Cpl A. P. Drake RM, Sgt P. D. Headling RM, OCB - Sgt K. J. Wonnacott RM, OCVS - POMEM(M) I. E. Boyd.

OPERATION BOLTON (GULF)
MBE - Lt Cdr D. T. Baddams, OCVS - Lt Cdr J. J. Owens.

OPERATION RESILIENT (SIERRA LEONE)
MBE - LSA F. W. Mohammed.

MISCELLANEOUS
AFC - CPOACMN R. Saunders. QCBA - Lt Cdr M. P. Jennings. (For their gallantry in rescuing the crew of a yacht in the Bay of Biscay on Aug. 26). QCBA - Lt M. R. London.

Joint Commanders Commendations - Lt Cdr R. J. Bridger, Lt P. R. Mattin RM, Lt I. S. Millen RN, Lt B. J. Satterthwaite RN, Lt D. G. Stretton RN, WO(SA) M. Hall, Mne M. J. Theobald.

Deaths

WO2 Jeffrey Leonard Harris RM, CTC Lymington, as a result of a road accident. Oct. 23.

CPO (SCC) Roger Bowley RNR, Sea Cadet training team, HMS Seahawk.

Capt E. C. (Bill) Blaydon DSC, WWII convoy escort CO, served 1920-57. Ships (WWII): Ingfield, Ivanhoe, Hurricane (CO and commander of B1 Escort Group 1942-43). Post-war: Deputy Director Underwater Detection Establishment 1950-52, HMS Battleaxe (CO and Capt D. 6th Destroyer Flotilla), Director Under Surface Warfare Div. 1954-57. Oct. 11, aged 91.

Capt Ashe Lincoln OC MA BCL, RNVR, served 1937-46. Served in minelayers and minesweepers. Rendered safe first Type G magnetic mine. As Commando took part in Sicily, Salerno and D-Day landings, and Rhine assault. National Chairman of Association of Jewish Ex-Servicemen and Women 1948-49 and 1952, chairman of London Flotilla RNVR, hon. secretary of National Advisory Committee of RNVR, Master of Worshipful Company of Plasterers 1949-50, Master of the Bench of the Inner Temple. Books: *Secret Naval Investigator* and *Odyssey of a Jewish Sailor*. Oct. 19, aged 90.

Capt Michael Pearey, served 1951-86 (Supply & Secretariat). Ships: Sheffield (Aden), RNEC Manadon (sports officer),

Lynx. Secretary to FO Malta. Training Commander HMS Pembroke. HMS Fearless, RNAS Yeovilton. Ran Navy rugby. President of RFU 1990-91, President of England Colts 1993-95, President of England Schools 1995. Aged 65.

Lt Cdr Alastair Roberston CBE, DSC and Bar, 1928-48. Ships: Nelson, Exeter, Antelope, Furious (801 NAS pilot), Ark Royal (803 NAS pilot). Flew one of three Skuas which shot down first German aircraft of war to fall to British pilots. Other ships: Ambuscade, Fitzroy, Blyth (Dieppe), Abdiel (survivor), Scylla (D-Day), Ocean. General Manager of Northern Lighthouses Board 1960-77. Aged 83.

Lt Ronnie Seddon DSC, RNVR, MTB CO involved in WWII covert ops. Served 1939-46. Joined as OS. After being commissioned served in Coastal Forces. CO MTB 718 landing and recovering agents in France, Norway and Denmark. Oct. 18, aged 80.

Malcolm Wright DSC, Naval officer who led native guerrilla force against Japanese in New Guinea in WWII. Colonial officer pre-war and post-war. Publications: *I Die & The Gentle Savage*. In Sydney, aged 86.

Evan Ballson DSM, BEM, Ex-CPO, served 1933-60. Ships: Isis (Norway, evacuation of Greece, Crete), Pangbourne, Blankney (Salerno, Anzio, Normandy). Former employee Devonport Dockyard. Member of HMS Blankney Association. Oct.

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The reunion, being organised by the British Korean Veterans Association, will mark the 50th anniversary of the outbreak of the war. The week-long get-together - on July 18-23 - will begin with a service of thanksgiving and remembrance in St Paul's

Cathedral. The BKVA organising office can be reached on 0171 224 9069.

■ **C-in-C Fleet**, Admiral Nigel Essenhigh, joined other senior Naval representatives from Australia, New Zealand and the Netherlands to lay wreaths at the UN Memorial Cemetery at Pusan. The ceremony was held during a visit to South Korea by staff of Britain's Defence Export Services Organisation.



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ROADTEST – by *Glynn Williams*

Time to snatch a thoroughly modern Mini?

MOST of us have owned a Mini at some time, and I'm no exception – and like most of the others it didn't stay standard for long.

Born with an 850cc engine, it constantly evolved over the years, gaining a 1,275cc power plant with a pair of 1.5in SU

carbs sucking in air with a roar bettered only by the big bore exhaust mated to competition manifold.

The hours I spent polishing the skimmed cylinder head, grinding valves, renewing head gaskets, scouring breakers' yards to add the goodies like twin fuel tanks and disc brakes from a Cooper S, plus wide wheels and arches.

It had a tiny chunky leather steering wheel, a sump guard and big Cibie spot and foglamps too, and not just for looks – I rallied it. My maroon Mini was my trademark.

Changing situations meant a family car, a reliable form of transport which for all – or more likely because of – my endeavours, was a tag which hardly suited "Jill".

The worst occasion was when it was stolen from outside my house just days after a costly engine rebuild. It was found within a day, slightly battered but not worth an insurance claim. It was stolen because you could open and start it with a screwdriver, the locks were so worn.

Many will doubtless recall their old Mini with similar mixed affections, not just for the car but for their fun lives as youngsters, but think they're too old and staid now, and that the Mini is a dinosaur compared with modern rivals out



● **Classic design:** the 1998 Mini Cooper LE meets the Sixties race model.

to emulate it.

Well, I've got news for you, the modern Mini is every inch as much fun as the one you or your parents drove then.

And after being cosseted in a succession of sophisticated modern boxes on wheels I guarantee it will make the middle-aged feel young again and the young find what motoring's really about, especially if you choose the Mini Cooper.

It's an honest four-seater, with traditional limited access to the rear, and the boot is smaller than ever with a 7.5 gallon tank replacing the twin tanks of my era still leaving just 4.1 cu. ft.

You can customise it more than ever, and it brings smiles wherever you go.

And you will learn to drive again. Seriously.

It might only have an eight-valve engine with twin-point petrol injection producing 63PS, for 0-60mph in 12.8 seconds and 84mph top speed, but while it's not "fast" it's quick, especially considering it still has only a four-speed gearbox!

And it will average about 43mpg on unleaded petrol.

Even in the modern Cooper there is no power steering, which can make parking rather physical, especially with the squat 6in wide tyres on 13in alloy wheels – part of an £800 sports pack – which help retain the legendary handling. No

anti-lock brakes, but the new ones work extremely well.

You still wind the windows – and you have to, to adjust the mirrors by hand.

The ride is firm, you feel every bump, and rapidly appreciate that any "spare tyre" on your figure will soon disappear. Physical, but fun. Nothing laid-back – the traditional high-up steering wheel position seeing to that.

Rally-style full-harness seatbelts would doubtless enhance the comfort, and make you feel even more at one with the machine where you are constantly aware of your surroundings, although the noise is much more tolerable and there is the reassurance of side-impact bars.

The new Cooper – at £9,425 just £100 more than the ordinary Mini 1.3i with identical mechanical specification – looks the part, with its badges, spot lights and white bonnet stripes and roof accounting for the difference.

Inside there is the full width burr walnut dash with white instrument dials, and yes, you still have to lean forward to operate unilluminated switches.

There is leather trim for the wheel – now with airbag – and gearknob too, and £500 extra of black Cooper leather upholstery for the sporty seats with head restraints.

Other concessions to the 1990s

include modern locks – but not central locking – engine immobiliser with passive arming and front seatbelt pre-tensioners, and a stereo with removable front. The test car also had an alarm.

As in its original heyday, it's got everything you need, and the way it is geared it's as happy on the motorway as in twisting lanes and quite at home in city centre parking.

But its days are numbered with a "new Mini" on its way in a year or so. If you can afford it, snap up a classic now – and try not to think that the cost, while the same as a more powerful Fiesta 1.25, is 20 times what my mother paid for her innovative 850cc Morris back in 1959.

CAR FACTS

MODEL: Rover Mini Cooper 1.3i

PRICE: £9,425

ENGINE: 1,275cc four-cylinder eight-valve transverse producing 63PS

GEARBOX: Four-speed manual

PERFORMANCE: 0-60mph – 12.8secs; top speed – 84mph

ECONOMY: Combined cycle – 43mpg

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Harley Davidson competition

Winner of our September Harley Davidson competition was Mr Richard Wilson of Kent. Second prize went to J. P. Doohan, of Gwynedd. Runners up were H. G. Thompson of York and Lynsey Houston of Northern Ireland.

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IN BRIEF

NAAFI announced profits of £7.9 million from losses of £4.2 million in 1995-96 with an increased dividend return to the Armed Forces of £2.9 million and a capital investment of £17 million in shops and clubs.

A SQUADRON of French training ships manned by students, the Leopard-class Lynx, Tigre and Chacal led by the Guepard, paid a routine four-day visit to Devonport.

ETHNE Lonsdale, wife of Canon Rupert Lonsdale, the wartime Commander of HMS Seal, accepted a painting of the submarine by Simon Hughes from the RN Submarine Museum.

THE AMERICAN submarine USS Hartford paid a two-week visit to Devonport in the middle of a six-month patrol deployment.

ALL SEVEN yachts taking part in the Clipper Round the World Yacht Race are navigating on electronic charts supplied by the United Kingdom Hydrographic Office.

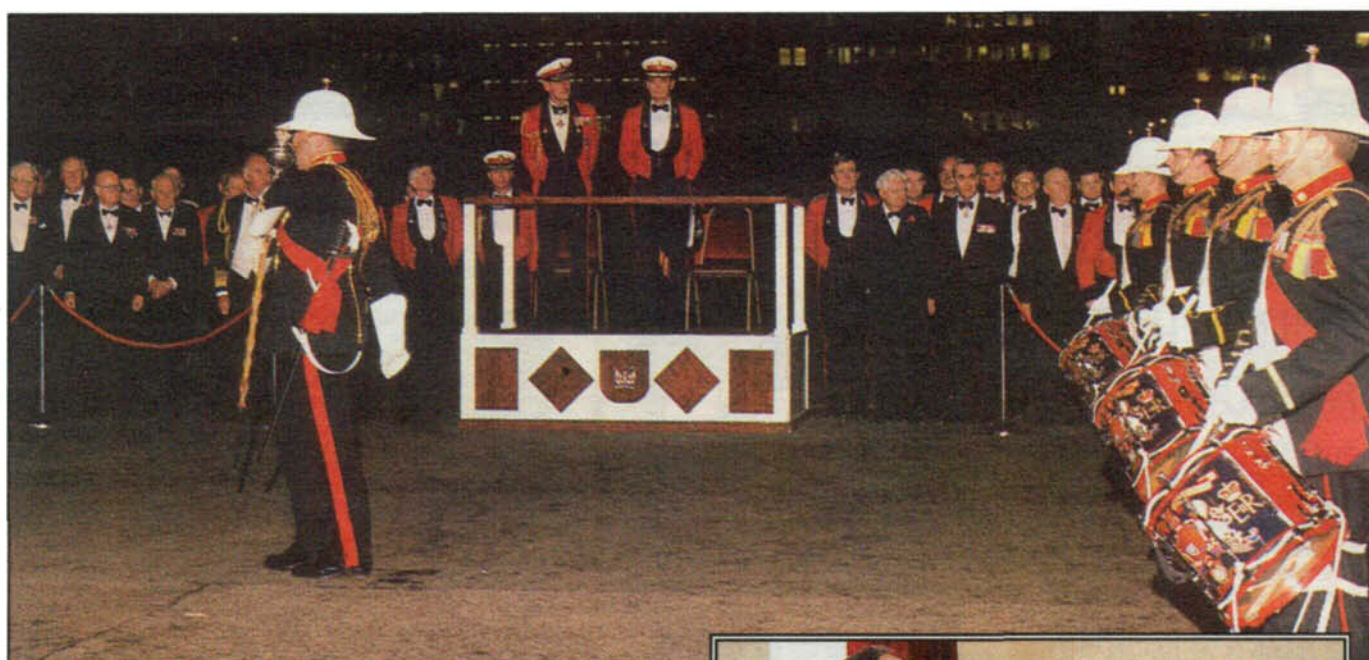
A red flare had been spotted on the horizon and the ship turned to investigate. An hour later a second flare was seen and a white flashing torch pinpointed an unlit yacht, the Thursday, stopped in the water. Its sails were flapping uselessly and it was rolling violently from side to side.

Swansea Coastguard was informed and the seaboard was called away, which reported that the Thursday had lost all power and had a broken boom. Two men in their mid sixties were on board, one complaining of chest injuries. They were taken on board the Anglesey while the yacht was taken under tow to Milford Haven.

The owner had been trying to return his yacht to North Wales from the International Festival of the Sea at Portsmouth but had been continually beaten back by bad weather.

After sailing from Newlyn the previous night, the engine broke down when a severed HT lead rubbed against the flywheel. The batteries went flat attempting to restart it and the boom had snapped when one of the crewmen fell on to it while attempting to raise the sail.

820 Naval Air Squadron, based at RN air station Culdrose, has won the Boyd Trophy for the rescue of three people from a yacht in the Bay of Biscay in August last year. The squadron was then embarked in HMS Illustrious, homeward bound after a seven month deployment to the Far East. See bravery awards, page 15.



● The Duke of Edinburgh and Maj Gen Fulton at the RMR 50th birthday celebration at Bunhill Fields. Inset: Maj Gen Fulton later opened Sirius Court, Portsmouth, latest development by the Agamemnon Housing Association administered by HMS Nelson to provide sheltered housing for ex-RN and RM personnel. He is talking to resident Bill Holehouse.

RMR delivers with a fiftieth birthday bash

THE ROYAL Marines Reserve celebrated their 50th birthday at Bunhill Fields, home of the Honourable Artillery Company, last month in the presence of Captain General Royal Marines the Duke of Edinburgh and the Commandant General, Maj Gen Rob Fulton.

The venue was significant – in 1664 the Trained Bands of the City of London and officers of the HAC formed the Duke of York and Albany's Maritime Regiment and in 1948 the first ranks of the Royal Marines Force Volunteer Reserve were attested at Bunhill Fields.

By 1954 five centres had been formed – Scotland, Mersey, Tyne, Bristol and London – with a number of satellite detachments. Unlike the TA and RNR, until recent restructuring the RMR has always been integrated within the regular Corps, supplying specialists to support the Special Boat Service, Landing Craft, physiological and media operations, heavy weapons and additional rifle-men, drivers and cooks.

RMR strength is just under 1,000. Currently there are 56 RMR ranks serving with the Corps on either Special Short Service or Full Time Reserve Service engagements, such as in Bosnia and the Honduras, assisting with disaster relief.

Plymouth theme park mooted

A FORMER Naval victualling yard could become a hi-tech leisure site, with hotels, shops and a themed heritage attraction.

The Royal William Yard, owned by English Partnerships, is seen as being a potential crowd-puller, tying in with Naval heritage sites around the Plymouth waterfront.

Disney has made an initial approach over the site, used in the filming of the Hornblower TV series.



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Sugar Loaf Plum passage

● HMS ENDURANCE – known as the 'Red Plum' – passes Sugar Loaf Mountain on arrival at Rio de Janeiro, the first port of call of her current deployment to Antarctica. Report and more pictures next month.





Pompey to play RN in centenary match

NATIONWIDE League team Portsmouth have agreed to play against the Royal Navy in a special celebration match.

Links between the Division One team and the Navy stretch back to the early part of the century, so the game has been organised as part of the football club's centenary year celebrations.

A number of Alan Ball's first-team squad are expected to put in an appearance, and it is hoped the chance for the Navy to test themselves against professional opposition will bring a bumper crowd to Burnaby Road.

The game is scheduled for Tuesday December 15, kicking off at 1930.

Collingwood pair drive to motorsport class win

THE SOLE RN entry in a challenging Army motorsports event managed to win their class.

PO Dave Chislett (driver) and Lt Paul Nelson (navigator), from HMS Collingwood, took part in Exercise Roadmaster, based at Waithgill Camp in Catterick, North Yorkshire.

The event started with a night navigation exercise over a course of more than 200 miles, mainly roads.

After the eight-hour stage – at one point they towed an Army entrant out of a hedgerow – the Collingwood team was lying third.

They maintained this position in the trials section that afternoon, which required good off-road techniques, but a stirring effort in the final night navigation exercise, on a more difficult course, brought them up to first in their class and tenth overall out of 60 teams.

Weightlifter proves best in contest

WEIGHTLIFTER Simon Mansell was awarded the best lifter trophy after his performance in the Cornwall county championships.

WO(MW) Mansell, lifting as a master (35-40) in the 105kg class, equalled his county/divisional record of 82.5kg, and went one better in the clean and jerk by breaking his record with 112.5kg, in the process setting a new county/divisional record total of 195kg.

The divisional title covers south-west counties as far as Dorset and Gloucestershire.

He also increased the county record for press behind the neck to 85kg.

Simon now hopes to compete in the Scottish championships in February and, if he qualifies, in the British event in March. If anyone can help with support or sponsorship, he can be contacted at RNAD Crombie, Cairneyhill, Dunfermline, tel RNAD Crombie ext 2517.

Sport



Rum do at golf open

TOTS of Pusser's Rum were handed out at the 19th hole of Hilton Park, Milngavie, at the HMS Neptune Golf Open. Organised by CPO Brian Leask, the competition attracted more than 120 players.

Shipmate Johnny Tranter (right of picture), licensee of the Stone Inn at Hayton, Carlisle, was rum boss, aided by fellow licensee Shipmate David Moore.

Jason courts success



● Reflections on the game – players from HMS Sheffield and Grand Cayman rugby club pack down in damp conditions in the Caribbean. The Navy men lost the encounter.

Picture: LA(PHOT) Steve Wood.

SIXTEEN players battled it out for the main prize in the RN Squash Championships.

All the seeded players made it through to the latter stages of the Open event, with Jason Youdale putting out Tony Draper for the second year running to reach the final to face Ian Binks, who had beaten Al Dunphy 3-0.

The final saw Jason power to victory with a 3-0 win.

Of those defeated in the first round, S/Lt Julian Crew from Dartmouth – a new player to RN squash – won the plate final, while the classic plate, for those knocked out in the Open quarter-finals, went to Dave Armstrong, who narrowly beat Jason Wallace 3-2.

The Under-25s, played on a round-robin basis, was won by Julian Crew, with Tony Draper in runners-up spot.

A strong Veterans competition produced a shock in the quarter-finals, when Alex Johnstone overcame Jocky Stewart, but a third game of the day for Alex proved too much, and he lost to Al Dunphy in the semis.

Robin Young beat Richard Pelly 3-1 to clinch a place in the final, then went on to beat Al Dunphy in a close match.

There were only four entries in the Vintage event. First Sea Lord Admiral Sir Michael Boyce contested the final with Tim Webb, but the Navy's top man slipped to a narrow defeat.

In the doubles, Jason Youdale again prevailed in the final, when he and partner Dave Stickland beat Tony Draper and Dave Armstrong.

A challenge trophy was introduced this year, and from 12 entries finalists Jason Wallace and Julian Crew produced an absorbing, hard-fought match, with Julian taking the spoils.

Muddy start to new cross country season

THE WINTER season has begun in earnest for Navy runners, writes Lt Cdr Bob Chapman.

Many athletes are well into their new training regime under the care of coach Chris Jones and manager Bob Dunkley.

The start of the Hampshire area league at Farley Mount featured an RNAC team heavily depleted because of the clash with the university race at Oxford, but the veterans were out in force.

Paul Davoille was the first of the team home in 33m 57s, coming 82nd out of 312 runners and 15th veteran.

John Gueran and Brian Davies were next in, putting the veterans third in Division 2.

As the seniors only fielded two runners, they stand seventh out of ten in Division 2.

A good turnout in the next race, at Reading, saw the seniors take first place on a fast, muddy course, complete with nasty hill.

John Potts had an excellent run to finish 18th, followed by Mark Goodrich in 41st and Taff John in 50th.

Ken Holdberg and Roger Shepherd, both serving afloat in Devonport, managed to compete whilst on weekend leave.

The veterans fared well, with Steve Gough in 41st place after a fall and John Gueran 105th out of 248.

At St Austell, in muddy, testing conditions, Bob Chapman (Yeovilton) and Belinda Fear (Culdrose) flew the flag for RNAC.

In a field of around 160, Bob ran a steady race to come 33rd while Belinda also found the going hard and finished 17th in the ladies' race.

The second Westward League fixture was held in even muddier conditions at Tiverton, and for the first time RNAC had two runners in the ladies' race.

Belinda Fear found the mud and hills to her liking, and after a good start in the waterlogged fields she worked hard up the hills and finished in 6th place, while Max Ashby (Raleigh) finished a highly creditable 19th in her first outing in this league.

In the prestigious Mike Sully event at Bristol, George Roper ran a very good race to finish 19th in atrocious wet conditions, and behind him came John Potts in 35th spot.

Navy outrun US Marines

ROYAL Navy runners continued to dominate the annual marathon challenge against the US Marine Corps.

Royal Marine Cpl Mark Croasdale finished second overall in the Washington DC USMC Mens Marathon Challenge Cup in a time of 2h 31m 33s, closely followed by Cpl Gary Gerrard, who was third overall in 2h 32m 43s in his first marathon.

RN team captain Lt Cdr Peter Walker completed the scoring three, finishing in 15th in 2h 38m 6s. This gave the Navy an aggregate time of 7h 42m 22s – a margin of nearly 25 minutes over the USMC, putting the British 13-8 up in the series.

Other strong Navy performances came from WO2 Terry Pares (18th: 2h 40m 33s), Cpl Chris Ray (30th: 2h 45m 37s), CRS Taff John (58th: 2h 52m 30s), Cpl Paul Timmons (187th: 3h 6m) and RS(SM) Stewart Cox (257th: 3h 10m 18s).

The Navy ladies could not repeat last year's 'dress rehearsal' victory, and the USMC Ladies took the first challenge cup by a narrow margin.

The Navy team was anchored by POWWTR

Lindsay Gannon, who ran a personal best of 3h 8m 42s to finish 17th, followed in 42nd place by Lt Cdr Aji Buchanan (3h 18m 21s).

LRWEN Sally Donnelly, a doubtful started through injury, finished in 3h 42m 16s.

Team manager Lt Ginge Gough was unable to compete because of an injury sustained in last year's race, but is considering competing in 1999.

The DC marathon attracted 18,500 runners, and temperatures rose to the 70s during the morning. The teams were cheered on by RNAAA president, Rear-Admiral Franklyn, Vice Admiral Perowne and Commodore Anthony.

Cpl Gerrard is also making a name for himself in the world duathlon rankings.

Despite being in the sport for little more than a year, Gary finished fourth in his age group while representing Britain in the World Championships in Germany, giving him automatic entry for next year's World Championships. He is also ranked in the European top 20 for the sport, which involves a 10km run, a 40km bike ride, then a 5km final run.

Hanging on for wins

NAVY fliers performed exceptionally against rivals and the elements to win both classes entered in the Inter-Service UK Paragliding Championships.

Of the 34 military entrants the Navy provided seven pilots, and the competition was restricted by a week of atrocious Welsh weather.

But WO1 John Panter RM became the first ever RN Open Class champion, after only two years in the sport.

Lt Rory Lynch RN was the second-placed Navy pilot, with CCMEA Tony Haile third.

The intermediate class, for recently-qualified pilots, also went to the RN, with Royal Marine Richard Clark taking the honours.

Lt Cdr Chris Bates was the second RN man in the class.

The Joint Services have two hang-gliding/paragliding schools, in Wales and Bavaria, and courses are advertised in JSP 419.

Anyone interested in the sport should contact their PT officer, the Joint Services Hang-gliding and Paragliding Centre at Crickhowell in Wales, or the RN Hang-gliding/Para-gliding Club Secretary on Portland ext 5233.

Navy's first games are academic

THE ROYAL Navy began the football season with wins against Cambridge and Oxford Universities, writes Lt Cdr Jim Danks.

CPO Steve Johnson (SCU Leydene), this season's Navy coach, used the matches to give a run-out to players who had impressed in the Inter-Command competition.

At Fenners the Navy finished 3-2 up against the Light Blues. After a goalless first half L/Cpl Richard Hope (RM Band Portsmouth) and Mne Steven Stacey (CTCRM) scored on their debut, with skipper POPT Steve Riley adding a third from the penalty spot after he had been fouled.

The students put the Navy under pressure and clawed back two goals, but couldn't equalise.

Next up were Oxford, who lost 2-0 in a keenly-contested game at Portsmouth when Stacey and OM David Wilson (HMS Dryad) netted.

English Fire Service proved too hot to handle at HMS Drake when their slick passing game produced four goals to the Navy's sole effort – an equaliser from POAEM Nigel Thwaites (HMS Seahawk) just before half-time.

This run-out against classy opponents stood the sailors well in their next game against Ryman League side the Metropolitan Police.

On a crisp evening at Burnaby Road the Navy shaded the first half and were slightly lucky to lead through a Thwaites cross-shot which was turned into his own goal by a defender.

Navy pressure after the break was rewarded when Richard Hope scored a fine goal to wrap up the game.

Women win their opener

THE Royal Navy women's football team kicked off their season with a 1-0 win over Oakford Ladies at HMS Heron.

LWPT Lisa Alford (HMS Collingwood) hit the post after 20 minutes, but then the RN had to survive some near things – Oakford seemed to have taken the lead but the goal was disallowed for offside, then the visitors missed an open goal.

The Navy made them pay when LWAE M Marissa Dryhurst (HMS Osprey) hit the woodwork and Lisa Alford netted the rebound to put the Navy into the lead.

Despite several changes in the second half, chances were few and the Navy hung on to their advantage.

Sport

Boxer accepts second chance

NAVY boxers Grant Leary and John O'Reilly had mixed fortunes in the regional finals of the NABC Under-19 National Championships.

AEM O'Reilly was originally eliminated, but his opponent was later removed from the competition on a technicality.

O'Reilly was reinstated, and took his second chance, beating Anthony Small from Kent in the quarter-finals (South East v South West).

As holder of the Southern Area title, he now goes on to the semi-finals vs London at Aldershot.

In his contest, Leary showed no respect for England international and reigning NABC champion Sam Price, who has only lost once in 30 bouts.

A furious bout, with heavy blows being landed, ended when Leary pinned his opponent to the ropes, only to be turned and dropped by a vicious right-hander.

Coach POPT Q Shillingford said: "The boxers showed courage and determination; at this level you only meet top-class boxers."

"O'Reilly and Leary have a great chance of going a long way in boxing - it's up to them how far they go."

■ The RN Novice Boxing Championships at HMS Drake proved a big success with a high standard of skill.

Final results were:
Fleet24pts
RM23pts
Portsmouth12pts
Fleet Air Arm3pts
Plymouth1pt
Scotland0pt

Best bout of the night went to L/Cpl Tweed RM v MEM Max Maxwell (Portsmouth).

■ Two HMS Nelson boxers are through to the semi-finals of the England ABA Novice championships, for those with fewer than ten bouts.

The RN's representatives are LPT Jason Steel (HMS Birmingham) and MEM Ronnie Coleman (HMS Invincible).

■ Two boxers from Portsmouth Command took part in a show at Titchfield.

MEM Max Maxwell beat his Waterlooville ABC opponent on points after three hard-fought rounds.

Colleague MEM Gary Dawson didn't fare so well, ending up on the wrong side of a split decision - but taking consolation from being selected as bout of the night.

Navy players make an early start

ALTHOUGH the Royal Navy Rugby Union's season officially kicks off this month with a fixture against Hampshire, five members of this year's squad have already been in action for the Combined Services, writes Lt Cdr Grassy Meadows.

Sgt Bob Armstrong (HQ Cdo Logs), LS Dave Sibson (HMS Excellent), LS Nick Bartlett (HMS London), Mne Dale Cross (CTC Lymington) and AEM Dan Parks (RNAS Yeovilton) played against the Netherlands national team in Amsterdam in their preparation to face England in the World Cup 99 qualifier.

The Dutch got a taste of things to come when they lost 30-23 to the Services, who went on to lose 51-20 to the Barbarians at Portsmouth in the annual Remembrance Match.

With his thoughts totally focused on reversing

last season's close defeat against the Army in the Willis Corroon-sponsored Inter-Service championship, selector CPO Spyda Webb (RNAS Yeovilton) will be looking for a strong start in his first outing.

The Hampshire game is on Wednesday December 2 at the USSG in Portsmouth, kick off at 1800.

Other fixtures are:
Jan 20 v CLOB (USSG, 1930)
Jan 26 v Devon (Rectory, 1900)
Feb 10 v Cornwall (Rectory, 1900)
Feb 24 v Cambridge University (USSG, 1815)
Mar 3 v Rosslyn Park (Roehampton, 1930)
Mar 17 v Richmond (Richmond, 1930)
Mar 31 v Blackheath (Blackheath, 1930)
Apr 14 v RAF (Gloucester, 1900)
Apr 24 v Army (Twickenham, 1500)
■ The Navy helped launch a new national Under-12s Rugby Festival for emerging schools.

The final eight teams will play at Twickenham in front of a crowd of 40,000 gathered for the annual Willis Corroon Army v Royal Navy match.

The actual final is scheduled for half time in the main match.

The competition, supported by the Daily Telegraph, DFDS Transport and Sportsmatch, will be the largest grass-roots rugby event of its type in the Northern Hemisphere, attracting between 10,000 to 15,000 new participants to rugby.

Feeder events will start next month, leading to nine regional events to the final stages at Staines RFC and Twickenham.

The launch was held at the Ministry of Defence in Whitehall, and was attended by the Minister for Sport, Tony Banks, the Duke of York, and Capt Nicholas Butler, Chairman of the National Festival organising committee.

RN offers challenge

THE ROYAL Navy and Royal Marines have teamed up with Speedo to launch a new educational initiative.

The Multi-Sport Challenge is a programme which will help students aged 14-16 develop fitness, mental aptitude and planning skills, focusing on triathlon skills of swimming, cycling and running.

Schools will be given training guidance via the Internet and curriculum-related teachers' notes and a training video.

Schools can use the programme as a guide, or aim to compete in the three regional events and the national final, to be held in July.

The Royal Navy's Service to Education is highly committed to developing and producing a wide range of resources which stretch

across the PE, design and technology curriculum and, in addition, support resources in the careers field.

Each resource is free on a one-per-secondary school basis, reaching 95 per cent of UK secondary schools.

Launching the challenge on HMS Belfast in London was the Deputy Director of Naval Recruiting, Capt John Wotton, and students from the Geoffrey Chaucer School in Southwark.

Also there were Karen Pickering, 1998 Commonwealth Games silver medalist, Olympic swimmer Nick Gillingham and British triathlete Richard Robson, Sian Bryce and Stuart Hayes.

For more details of the Multi-Sport Challenge, call 01202 244035.



● On their marks - from left, Henrietta Gyima, Capt John Wotton, Deputy Director of Naval Recruiting, and Karen Pickering.

Picture: LA(PHOT) Dave Coombs (DNR)

Storm fails to stop race

STORMY weather might have caused problems at the start of a tri-Service yacht race, but the three crews are back on course and heading for the Caribbean.

The three yachts had hardly got under way when a storm in the Channel caused flooding in the engine compartment of the Army yacht, Broadword.

The boat limped into Plymouth where she was briefly joined by the other two entrants, Racer (Royal Air Force) and Adventure (Royal Navy).

A full safety inspection was carried out, but within a short time of the yachts setting off again Broadword returned with problems in her bilge system, so she headed back to race headquarters in Gosport where she was taken out of the water and given a thorough structural survey.

Parts of the bilge system were replaced, and the

Army crew then started for a fourth time and looked to start making some ground on their rivals, who were already well out into the Atlantic on the way to Antigua.

If all goes well, the second leg of the Transglobe 98 race will start in Antigua at the middle of this month, heading south to finish in Panama around the middle of January.

According to the plans, subsequent legs will take in ports of call including Hawaii, Hong Kong, Singapore, Cape Town, Buenos Aires, Grenada and back to the UK, finishing a year from now.

As Navy News went to press, Navy yacht Adventure was enjoying a slight lead over the air-men, while the Army have a lot of catching up to do.

Latest details of the race are available on the Internet at www.jsastc.org

Mike strikes

RFA MAN Mike Marshall took the prize at the HMS Collingwood knock-out golf tournament at Southwick Park.

First Officer Marshall also won the PRNGC Summer Knock-out.

Other prize winners were PO Daisy May, Mr Norman Woodruff and Lt Cdr Trevor James, while the team competition was taken by HMS Dryad A.

In Brief

Tactical race brings reward

PAUL Levick (HMS Heron) completed a superb early autumn by finishing 8th in the Stroud Half Marathon in the excellent time of 69m 55s.

Paul ran a sensible race on the undulating course, staying in touch with the leaders for six miles, then eased back but kept them in view to draw him along.

At the end he was rapidly closing on the pair in front of him, and he logged a personal best by almost three minutes.

Although he is now back in Norway, Paul hopes to compete in the Navy cross country championships next month.

Junior rugby club reforms

THE United Services Rugby Football Club junior/mini section in Portsmouth has been reformed, and there are plans to expand the mini section through involvement with local schools.

The club meets on Sunday mornings at HMS Temeraire. Anyone interested in enrolling their children, or helping (particularly qualified coaches) should contact Trevor Baker on Portsmouth 342090.

Coaches test their skills

RN FOOTBALL coaches put youngsters through their paces at a festival of football at HMS Excellent.

The weekend of training and competition, under the guidance of Lt Cdr Henry Millington, RNFA Director of Coaching and Staff Officer Sea Scouts, led children through the FA Soccer Star award scheme, and gave RN coaches the chance to put their skills into practice for the benefit of potential recruits.

PT data lost

DUE to a computer failure at HMS Temeraire, the database for the RNPTBA has been lost.

All members are asked to contact the Hon Sec at HMS Temeraire with their details so the database can be renewed.



● Air smiles - PO Robbie Way (left) and Lt Cdr Phil Gibbs enjoy the view from thousands of feet above the California countryside.

Experts dive in to assist

TWO NAVY men have helped support an Army Air Corps adventurous training expedition to the United States.

Lt Cdr Phil Gibbs was invited along as one of only 70 qualified British Parachute Association advanced instructors.

Phil is team leader of the RN Raiders parachute display team, and chairman of the British Parachute Association.

With him was PO Robbie Way, of BRNC Dartmouth.

Lt Cdr Gibbs, the Officer-in-Charge of the Fleet Information Management Unit, said they were supported by the RN and RM Sports Lottery Fund and various Adventurous Training funds, and Virgin Atlantic's support was partly repaid when aircrew tried some tandem skydiving.

Members of the expedition managed to put in up to 50 jumps while training beginners in the art of sky-diving from the Lake Elsinore club, 80 miles from Los Angeles.

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SPLENDID SENDS TOMAHAWK MISSILE 400 MILES TO TARGET

BRITAIN'S FIRST CRUISE FIRING IS BANG-ON

THE SUCCESS of Britain's first live cruise missile firing has opened a new chapter in the history of Royal Navy weaponry.

Transfer plan on offer to QARNNS medics

ALL Medical Assistant rates of Queen Alexandra's Royal Naval Nursing Service – MA(Q)s – may now choose to transfer to the Royal Navy MA branch following the end of recruitment to the MA(Q) branch earlier this year.

Those who decide to switch will effectively leave QARNNS and re-enter the Royal Navy, transferring in their existing rate and with existing seniority.

They will have to accept sea service liability and a reserve liability. At PO rate they will become eligible for consideration for Second Open Engagement. They will continue to wear the same uniform but without the Queen Alexandra monogram.

Effective date of transfer is February 1.

More details appear in RN Defence Council Instruction 164/98.

Diving officer 'seriously ill' after accident

DIVING officer Lt Thomas Kelly was described as "very seriously ill", as *Navy News* went to press, after an accident at the Defence Diving School at Portsmouth.

Lt Kelly (40) was taken unconscious from the water while taking part in a training course in Horsea Island lake on November 10. He was treated by fellow divers at the scene and then transferred to the Royal Hospital Haslar.

An inquiry into the accident was being set up.

The US-designed Tomahawk missile was fired on November 18 from HM submarine *Splendid* off the Pacific island of San Clemente in an American firing range.

The firing marked the climax of a three-year development programme by the RN to enable the Tomahawk – or TLAM (Tomahawk Land Attack Missile) – to be fired from the torpedo tubes of submerged British submarines.

Britain is the only nation apart from the USA to have the weapon which gives its Submarine Service greater flexibility by providing it with truly global reach with a sub-

strategic missile.

In the launch test, *Splendid* fired the missile, with a 1,000lb high-explosive warhead, 400 miles to San Clemente, and its target there – a group of old transport containers well inland.

Using a sophisticated communications system that has been tested in 'dry runs', the target data was encoded and transmitted from London to the submarine which then transferred it via the weapon's control system to the Tomahawk's

computer memory.

The TLAM was launched through *Splendid*'s 21in. torpedo tube, being expelled by water under high pressure – something which the boat had successfully practised previously with unarmed missiles.

A booster rocket ignited the missile's propulsion system as it neared the surface. The Tomahawk's wings and air-intake deployed after it broke surface and a navigation system involving satel-

lite data, radar and a video camera guided it to its target at a height of 100ft overland.

Britain has 64 remaining Tomahawks and plans to equip all its submarines with the weapon.

Splendid – an older S-class boat – was chosen for the TLAM development to minimise the disruption to the operational programme of Britain's submarine flotilla.

The boat was fitted to fire the missile during a routine docking period.

Boxer joins Gulf group for last deployment

■ From front page
UN sanctions against Iraq. She is supported by the tanker RFA *Brambleleaf* and was being joined in late November by the Type 22 frigate HMS *Boxer*.

Boxer, whose eight-month deployment to the Gulf will be her last before she finally pays off, is under the command of Capt Richard Ibbotson. He is no stranger to the region, having been awarded a DSO for his command of the minehunter HMS *Hurworth* throughout the Gulf War in 1991.

Boxer relieved HMS *Grafton*, which is due to return to her Portsmouth base on December 21. Before the current Gulf crisis, the ship visited Singapore, the

Philippines, Malaya and South Korea where C-in-C Fleet, Admiral Nigel Essenhigh, joined her for the 23-ship Korean International Fleet Review.

In Manila in the Philippines, the ship's medical team held a clinic at an orphanage, giving advice and treatment to over 50 adults and children from 'street families'.

■ HMS *Boxer* is one of three surplus Type 22 frigates over which talks were being held with Chile about a possible sales deal.

The negotiations were put on hold due to the arrest in Britain of Chile's former president, Augusto Pinochet. The other ships involved are HMS *Beaver* and HMS *London*.

Accuracy of 4.5in. gun gets a boost

THE ACCURACY of the 4.5in. automatic gun system in Types 22 and 23 frigates is being improved by integrating it with ships' command systems.

The Gun System Automatic Mk 8 – GSA8 – with its associated General Purpose Electro-Optical Director is fitted in Type 22 Batch 3 and Type 23 ships. The upgrade allows continuous update of ship position to be passed to the GSA8 system so reducing first-salvo error and maintaining accuracy during prolonged firing.

Target indication from the command system to GSA8 is possible as well as vastly improved command and control from the principal warfare officer to the gun controller.

Prince of Wales now an Admiral

THE PRINCE of Wales is now a Rear Admiral as a result of his 50th birthday promotion to two-star rank in all three Services.

Prince Charles was promoted Captain on his 40th birthday in November 1988. He joined the Royal Navy in 1971, reaching the rank of Commander in 1977.

Atherstone in Baltic minefield discovery

WHEN minehunter HMS *Atherstone* helped to survey the approaches to Tallinn harbour in Estonia, 60 uncharted obstructions were found – as well as what appeared to be a World War II minefield.

The Royal Navy ship was carrying out the exercise with two Dutch, four Swedish and one Estonian vessel.

Atherstone's Commanding Officer, Lt Cdr Alistair Adams, said: "We are very excited about this joint discovery and the work now required to identify the findings. We just want to get on with the work providing the weather does not interfere too much."

Girl sheds three stone to join up

OVERWEIGHT candidate for the Royal Navy, Rowena Sinclair, was so determined to join up that she brought her weight down by over three stone to be able to pass her final fitness test.

Rowena (16) was refused entry to the RN due to her 13 stone 2lb. Nevertheless, she kept in contact with her recruiting adviser in Cambridge, CPO Victor Smith, and finally passed the test at a neat ten stone. She passed all the other selection procedures and will be starting basic training.

RM Christmas band concert

THIS YEAR'S Christmas Concert by the Royal Marines School of Music will be held at St John's Cathedral, Portsmouth on December 10 in conjunction with Portsmouth University. Tickets at £5 are available from the Concert Secretary, RMSM, HMS Nelson, Portsmouth, PO1 3HH (tel. 01705 726182).



● HMS *Boxer* – heading for the Gulf.
Picture: LA(PHOT) Paul O'Shaughnessy





The GANG PLANK Club

CHRISTMAS CRACKER

CHAT PAD

YOUR LETTERS are rolling in. A special thank you to Jade Fraser from Cleveland who is eight years old and sent us this lovely poem - Gang Plank are the best, They always seem to pass the test, If it seems to rain, They bring out the sun again. We think it's a fantastic poem and would love to receive more, so don't delay - send your poetry today!

We have lots of smashing prizes to be won in this bumper Christmas special. Do you wish you could talk with the animals? Dr Dolittle can and you could win tickets to see the musical in London, with fabulous animatronic puppets which look really lifelike. Or perhaps you would prefer to win some wicked creepy critters foaming bath gel and toy to make baths a funky fun time. Make sure you've renewed your membership because we have masses of hot stuff planned for the New Year.

HEARTY Christmas greetings to all me crew and all the Gang Plank Club members. This year me crew and I will be on the high seas for that big Christmas Day so all you landlubbers just keep your fingers crossed for good weather.

I hear tell that old pirate Long John Silver is in our waters at the moment. I think I might summon up some of that festive spirit and ask him to join us on board for a big Christmas feast. Mind you, I had better hide our treasure. I hear he is very keen on pieces of gold.

I hope that you remembered to tell me old shipmate Father Christmas what you want for Christmas. I knew 'FC' before he set sail to Greenland and got all them helpers. Mind you, me hearties, I think he has a fair old job to do, going all over the world to deliver presents and all before the Big Day. I'm glad I only have to sail the high seas to meet me Gang Plank members, and in January I'll be sailing into that there London Boat Show. Come and see me and me crew. We'll be there from January 7 to 18, in good old Earls Court.



WIN WIN WIN

A FAMILY TICKET TO SEE PHILLIP SCHOFIELD IN DOCTOR DOLITTLE AT THE APOLLO HAMMERSMITH



Doctor Dolittle is an absolute delight for Adults and Children alike. Philip Schofield stars alongside 92 amazing animals created by Jim Hensons Creature workshop. Including Julie Andrews as the voice of Polynesia the parrot, 'Gub Gub' the pig and the fascinating 'Push me Pull You'.

Enter the competition to win: **A FAMILY TICKET AND BACKSTAGE TOUR OF THE SHOW** by answering the following questions:

WHO IS THE VOICE OF POLYNESIA?

HOW MANY ANIMALS STAR IN THE SHOW?

WHAT IS THE NAME OF THE PIG?

Send your completed entry to 'The Gang Plank Club', Navy News, HMS Nelson, Queen Street, Portsmouth. PO1 3HH

Name Age

Address

Entries must be in by 30th January 1999. Winners will be notified by post. Employees or relatives of Navy News staff are ineligible to enter.

Spare a thought for everyone working at Christmas

ALL OVER the country there are people who have to work at Christmas.

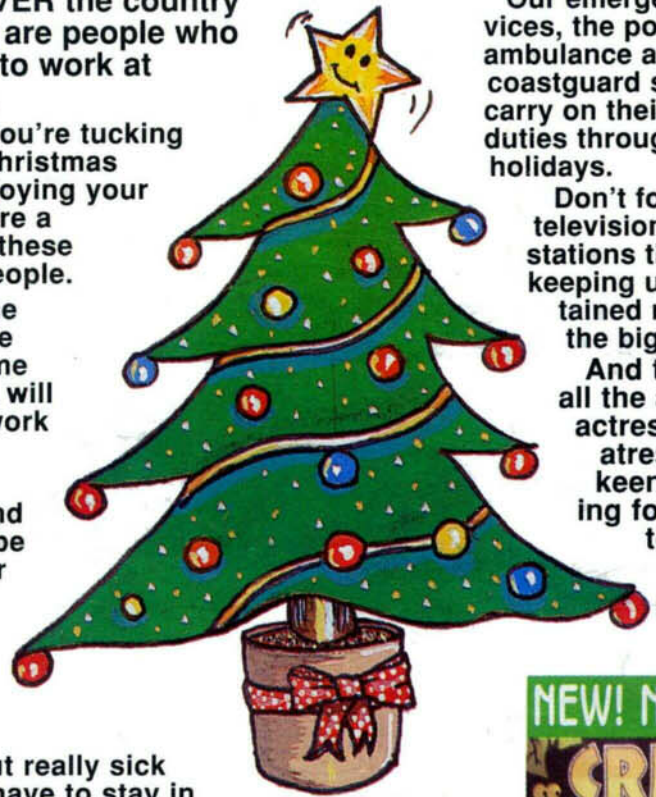
So when you're tucking in to your Christmas lunch or enjoying your holiday, spare a thought for these generous people.

Many of the sailors in the Navy, at home and abroad, will be hard at work during the festivities.

Doctors and nurses will be looking after patients in hospital, trying to get everyone well enough to go home, but really sick people will have to stay in and it is their job to keep them cheerful and care for them.

Animals still need feeding and caring for even during the holidays. So our vets, veterinary nurses and zoo keepers carry on working, making all our animals very happy.

People still have to get from place to place over the Christmas holidays so train drivers, airline staff, lorry drivers, bus drivers and taxi drivers all work very hard for us.



Our emergency services, the police, fire, ambulance and the coastguard service, all carry on their normal duties throughout the holidays.

Don't forget the television and radio stations that will be keeping us all entertained right through the big day!

And then there's all the actors and actresses in the theatres who are keenly rehearsing for pantomimes ready for us to see in the New Year.

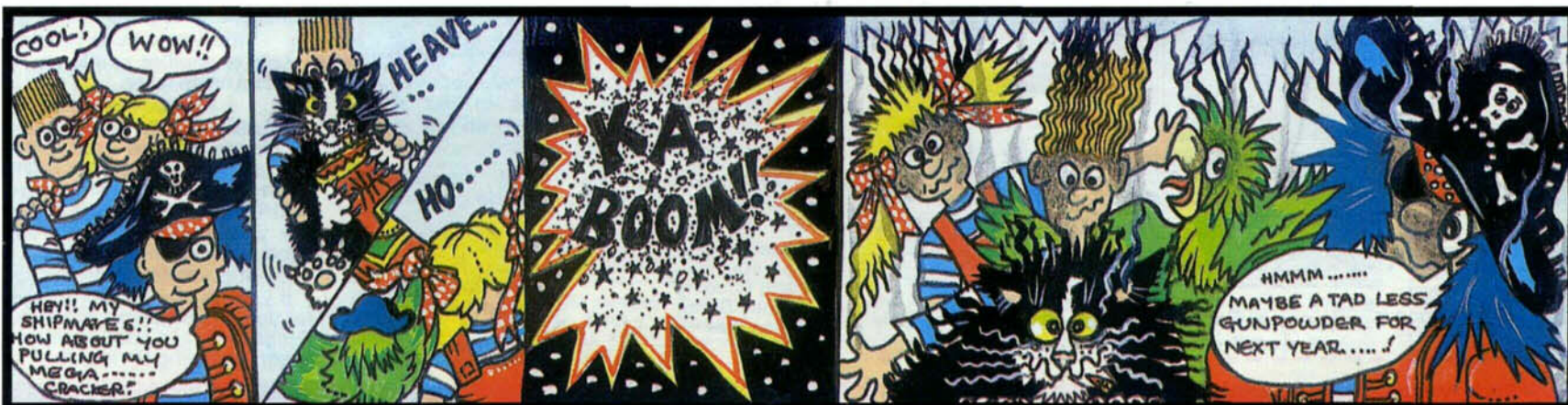
NEW! NEW! NEW!
CREEPY CRITTERS

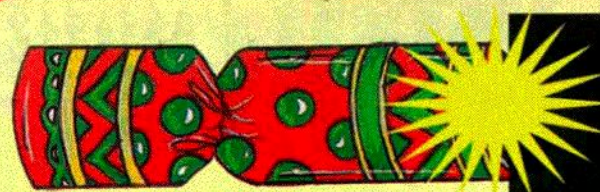
FOAMING BATH GEL WITH TOY

50 TO GIVE AWAY TO LUCKY MEMBERS

FINDING A TROPICAL FISH, LIZARD OR SPIDER IN EACH SACHET OF CREEPY CRITTERS FOAMING BATH GEL ADDS FUN TO BATHTIME. THESE ARE JUST PART OF THE SUPERB NEW RANGE OF STOCKING FILLER NOVELTY BATH GELS AND SOAPS, EACH WITH A SURPRISE TOY INSIDE - AVAILABLE FROM HIGH STREET STORES PRICE 49p TO £2.99

SEND YOUR NAME, ADDRESS AND GANG PLANK MEMBERS NUMBER TO: NAVY NEWS, HMS NELSON, QUEEN STREET, PORTSMOUTH. PO1 3HH. AND YOU COULD BE ONE OF THE LUCKY 50





CHRISTMAS AC

Melt-in-your-mouth mince pie parcels

HO HO HO! I love Christmas and scrummy Christmas food. My favourite yuletide snacks are mince pie parcels made out of a special pastry called filo pastry. It's light, crispy and doesn't crumble down your chin like normal pastry.

Ingredients:
One packet of filo pastry (defrosted)
One jar of mincemeat
One cup of milk
One tablespoon of plain flour
Butter for greasing
Icing sugar

Equipment:
One grown-up to help you, one flat work surface, one apron or an old shirt, one table-spoon, a sieve or tea strainer, a blunt-edged knife, a teaspoon, a pastry brush (or you could just use your finger) a baking tray and a plate for serving them up.

Mince pie parcels are simple to make. Defrost the pastry. Put on your apron and ask the grown-up to switch the oven on to 200C or gas mark 7. The oven has to be really hot.

Take the sieve and hold it over the work surface. Take the tablespoon of flour and pour it into the sieve. Gently shake the sieve over the surface so the flour dusts the top. This is called sifting.

Gently unfold the pastry. Be very careful because it is delicate and may tear. With the help of the grown-up remove the top sheet of pastry and lie it on the dusted work surface. Using the blunt-edged knife cut the pastry into squares of roughly 8cm x 7cm. With a teaspoon, scoop the mincemeat evenly from the jar and place in the centre of the square.

Now for the tricky bit. Collect all the corners of the square and bring them to the middle of the mincemeat. Hold all four corners in one hand and with your free hand pinch the pastry until the parcel is sealed. Hurrah! You've made your first mince pie parcel.

One sheet will make about ten parcels, so just repeat the process again and again.

To cook them grease the baking tray by rubbing butter thinly all over it.

This will stop them from sticking. Place them carefully on to the baking tray with one parcel space between each one.

Gently coat them with milk, using the pastry brush or your finger. This is done so the parcels turn a lovely golden brown colour. With the help of the grown-up place them in the already hot oven. The parcels take about ten minutes to cook.

When they are done ask the grown-up to help you take them out of the oven. They will need to cool on the tray for about five minutes.

Once cooled put the parcels neatly on to a serving plate and sift the icing sugar, with the sieve or the tea strainer, over the top of them. Not too much but enough to look as if a gentle sprinkling of snow has just fallen on them.

Yum Yum - now they are ready to eat!!! Well done, you deserve to taste one of your marvellous creations. Don't forget to thank the grown-up for helping you. Happy Christmas.

Captain Plank and the gang were just about to decorate their Christmas tree when they hit stormy seas.

The baubles went everywhere. Help the gang to find them so that they can decorate their tree in time for Christmas.

How many can you find hidden in Captain Plank's galleon?

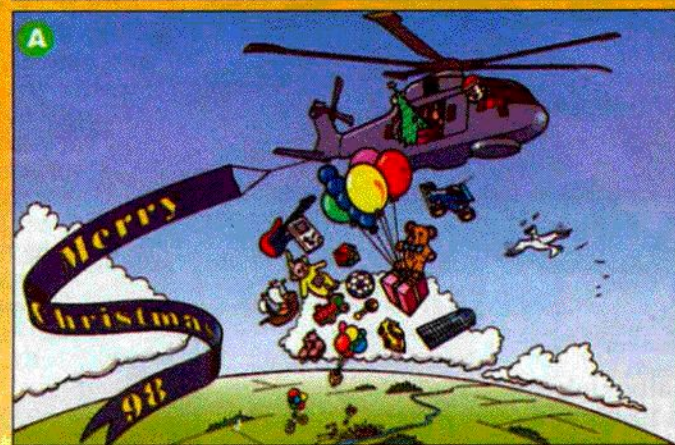


GANG PLANK MEMBERS

This competition is sponsored by Merlin Prime Contractor

LOCKHEED MARTIN

SPOT THE DIFFERENCE



Merlin is the Royal Navy's new Multi-Mission Helicopter. To celebrate Merlin's introduction into service on 1st December 1998 Spot the 10 differences between copy A and copy B and you could win:



A Family ticket to 'CULDROSE AIRDAY' to take place in July 1999.

(All details will be arranged nearer the date)

Plus 2 runner up prizes

Send your completed entry to 'The Gang Plank Club' Navy News, HMS Nelson, Queen Street, Portsmouth, PO1 3HH.

Name Members No
Address

Closing Date for Entries 19th Feb 1999. Employees or Relatives of Navy News are ineligible to enter.

Find the baubles on Captain

R	Q	X	Z	R	R	M	M	P
O	X	Z	Y	E	U	K	I	A
A	Q	B	S	C	M	V	N	Z
S	P	R	O	U	T	S	C	X
T	T	A	L	A	R	A	E	P
T	R	N	E	S	U	T	P	G
U	I	D	G	Y	F	A	I	N
R	F	Y	N	R	F	L	E	I
K	L	B	I	R	L	O	S	D
E	E	U	F	E	E	P	L	D
Y	A	T	F	B	S	P	U	U
S	S	T	U	N	T	I	B	P
M	W	E	T	A	S	H	X	M
G	O	R	S	R	F	C	A	U
X	Z	A	L	C	J	K	Z	L
S	A	T	S	U	M	A	S	P

TANTALISE your tastebuds and discover the following Christmassy treats in the word-search above. It'll have your mouth fair watering, me little shipmates!

Keep your eyes peeled though, they could be backwards, forwards or upside down! Happy hunting:

1. Roast Turkey
2. Sprouts
3. Plum Pudding
4. Brandy Butter
5. Mince Pies
6. Nuts
7. Trifle
8. Cranberry Sauce
9. Rum Truffles
10. Chippolatas
11. Stuffing
12. Satsumas

Technocat

TECHNOCAT says a big Happy Christmas to all Gang Plank Club members, and has logged on to the Internet to search out some really cool Christmas sites for you to visit.

Why not log on and check them out, but don't forget, before you go on the net always get permission from the person who pays the telephone bill!! Funky Christmas Web sites

<http://www.christmas.com>

This site is a general festive site. Technocat liked the worldview page which tells you about how people celebrate Christmas all over the world.

<http://www.merry-christmas.com>

Lots of goodies at this site, games, jokes and much more.

<http://toonacat.com>

This is one of Technocat's favourite sites. It belongs to a cat a bit like Technocat. There are great things for Christmas.

<http://www.geocities.com/land/7134/christmas/xmas.html>

A very long winded title for a site with good graphics and some funky music!

<http://craftsforkids.miningco.com>

If you are into making things this site is for you. It's American based but has lots of things to do and special pages for different events including Christmas.

ACTIVITY DECK



ain Plank's Christmas Galleon

Captain Plank's Christmas stocking

CAPTAIN PLANK has been Christmas shopping for the crew and his pirate mates – and what treats he has found!

For first mate Jim, the lucky fellow, he has bought a Furby. They are cute, cuddly and completely adorable.

They sing, purr, snore, sneeze, giggle and burp. You can tickle their tummy, put them to sleep and give them lots of love. This loveable, singing, moving, interactive, animatronic pet responds to light, touch, sound and motion by moving its eyes, ears and mouth.

What's more it can talk too. Furby has a vocabulary of over 800 phrases in English and its own language Furbish. (Age 6+ - £29.99)

Technocat will think his Action Man Polar Mission (Age 6+ - £24.25) is absolutely purrfect. For Sweet Sally the cabin girl he has bought The Titanic - 3D Edge to Edge jigsaw puzzle (Age 8+ - £13.75). he knows that she's in love with Leonardo De Caprio so hopefully it'll stop her mooning.

His old mucker Blackbeard has lost his treasure and Captain Plank was delighted to have found it. Blackbeard will be chuffed, chuffed, chuffed with his new board game Blackbeard's Treasure - A battle for pirate gold (Age 7+ - £16.25).

Captain Hook has just been given a new robotic hand instead of his old brass hook and so to celebrate his new mobility Plank's



going to give him a candle-making kit (Age 6+ - £14.75) so he can craft with his new fingers.

On board on Christmas Day will be lots of fun because Plank has bought all the crew Kids' Trivia, with 1,000 questions on art, science, TV and famous people (Age 7+ - £9.95) and Brainiak – a mind-blowing game of telepathy, with no wrong answers (Age 10+ - £19.75).

He said he wants to find out just how smart they all are. Phileas Fogg and his mate Passepartout are popping over for some of his lovely mince pie parcels so old Plank thought they'd just have to have Explore Europe, a family board game which helps to improve geography (Age 10+ - £14.75) and will help them prepare for their next trip. Ooh, what a lovely Christmas they are all going to have. Plank and his pals will have fun.

Did you snow?

ARE YOU dreaming of a white Christmas? There's nothing like a good snowball fight or seeing who can make the biggest snowman, or even whizzing down a hill on a sledge.

Captain Plank and his crew thought you might like to hear about the two coldest places on earth, the Arctic and the Antarctic, just to get you in the mood for those chilly winter months ahead. Brrrr!

Did you know that the Arctic, also known as the North Pole, is the most northern part of the Earth?

The temperature hardly ever rises above freezing point, so land and sea are frozen for most of the year. In winter the sun never rises so it is dark all day and all night.

Amazingly, many kinds of wildlife still manage to survive in these hostile conditions. Snowy owls, arctic foxes and polar bears live on the ice and seals and whales live in the sea.

In some places the ice is nearly 3km (2 miles) thick and it moves! The snow pushes down on the ice and edges it slowly downhill towards the sea. This moving ice is called a glacier.

Sometimes, enormous chunks of ice break off from the glaciers and float away. These are called icebergs. Only the top of an iceberg shows above the surface. Most of it is underwater.

Did you know that the biggest iceberg ever recorded was as big as Belgium? Sailing a ship through icy seas is treacherous. The mere mention of the Titanic to Captain Plank sends shivers down his timbers!

Did you know that Inuits, previously known as Eskimos, have been living in the Arctic for thousands of years. Traditionally they move around in family groups, living in ice houses called igloos. That reminds me of Captain Plank's favourite joke, "How does an Inuit build a house? Igloos it together!". Tee hee hee! They survive by hunting and fishing. They hunt an animal called a Caribou, which is similar to a deer.

Did you know that Inuit children are given a raw Caribou eye as a treat? It's an Inuit Arctic sweetie!!

Did you know that Antarctica, the coldest continent on Earth, is a land of thick ice and snow surrounding the South Pole.

The land in the Antarctic is even colder than in the Arctic so very few plants and animals can survive. Did you know that the largest animal that lives just on the land is a tiny insect although seals, whales and penguins get enough to eat from the sea.

All in all there is a lot of snow in the Antarctic. Did you know that all snowflakes are a six-sided shape and although millions of snowflakes have fallen to Earth nobody has ever found two which are exactly the same.

Can you believe that people have seen snowflakes the size of dinner plates? Imagine that landing on your head!!

Brrrr! Captain Plank can't take any more chilly facts and has gone below deck to warm up with a mug of steaming hot cocoa!

big BLUE
LONDON BOAT SHOW
8-17 JANUARY 99

Win tickets to the Boat Show

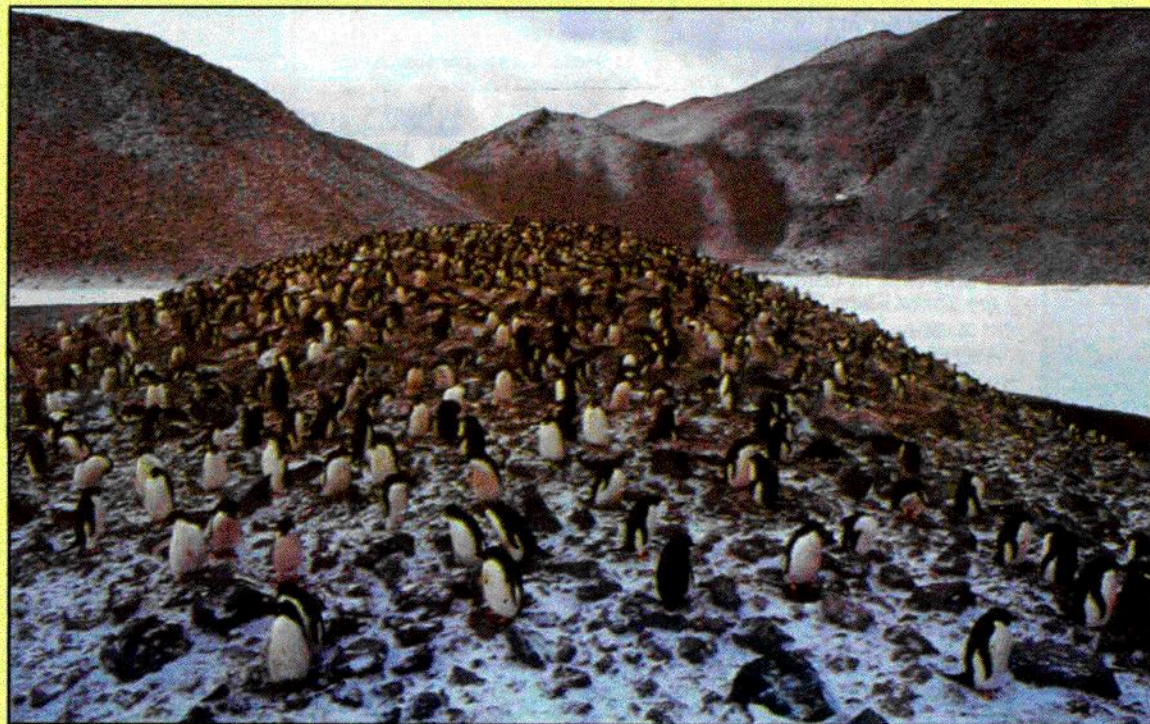
FIVE sets of tickets for all the family to visit the London International Boat Show are up for grabs.

You can win a great day out at the biggest and best boat show in the world ever.

There are boats, boats, boats galore and, for the first time, 'The Big Blue' experience - a new hall opening up aimed totally at young people.

So don't miss out on the maritime event of the year and join in the fun at Earls Court from January 8 to 17.

The first five members to write to The Gang Plank Club, Navy News, HMS Nelson, Portsmouth PO1 3HH, will receive a free family ticket!



● This picture of an Adelie penguin colony, taken by David Scott, was one of the entries in the BG Wildlife Photographer of the Year 1998 Competition, organised by BBC Wildlife Magazine and The Natural History Museum. An exhibition of all the 150 winning and commended images are on display at the Natural History Museum until February 27.



December birthdays

YOUNG readers with December birthdays are:

Max Powley, Harriet Russell, Joanna Maber, Samantha Hellawell, Robert Farnilton, Adam Bicknell, Stephen Dooley, Steven Gellett, Tom Burns, Nicholas Fletcher, Nicola Burrowes, Benjamin Challans, Matthew Gilson, Phillip Alaimo, Danny Milano, Javade Higman, James Cairns, Aidan Davies, Kevin Pantling, Christopher Rowland, Adam Collins, David Bundy, Michael Gray, James Moscrop, Christopher Shuttleworth, Gary McGill, Alex Alderton, David Boulton, Michael Boulton, Samantha Thompson, Jack Hendren, Sean Dooley, Timothy Moulders, Nicola Cadman, Clare Gladney, Gemma Luke, Michelle Wagstaffe, Robert Broomfield, Sarah Howatt, Thomas Woods, Kerry Squib, Daniel Gray, Daniel Haines, Matthew Williams, Nigel Jackson, Mackenzie Davis, Lynsey Burford, Amir Hussain and Christopher King.

VERY COOL SPORTS!

OKAY ALL you couch potatoes. Turn off the telly, put away the chocs and listen up because it's time to get active; time to make a date to skate.

There has never been a better time to have a go at ice-skating, so find out where your nearest ice rink is and give it a try. It doesn't cost very much and the price includes skate hire.

No other equipment is required, but remember to take along a pair of gloves, just in case you take a tumble.

You'll soon find your feet and once you feel confident to let go of the handrail around the edge of the rink it becomes easier to relax and experiment with your style.

A bit of advice though, don't try to do too much too soon or you could find yourself out of control, losing your balance, making a grab at the nearest person and causing a major pile-up. Bumtwisters, Open Mohawks and Tea Pots come later!

If you find you really enjoy ice-skating and you want to take it a step further many ice rinks around the country are running Learn to Skate programmes.

These programmes will take you from your first steps on the ice through to being a competent and confident ice-skater and if you're really keen you can go on to become a speed skater, dance skater or ice hockey player. But if you prefer to put the technical stuff on ice for the time being then it sounds as though

ice discos may be more your thing. All in all it's a great way to keep active this winter. So make a date to skate this Christmas!

If the thrills and spills of snowboarding are more your scene there are many dry slopes around the country where you can learn the skills.

There are also holidays especially for boarders where you can hire all the gear.

If you're in a position to get your own board, a specialist snowboard shop will help you choose boards, boots and bindings. With a bit of practice you'll soon be ready to attempt simple jumps, or Ollies, either on flat ground or using a ramp to get more height.

Snowboarding is easy to learn and the basic skills acquired on a dry slope will prepare the way for the day you get the chance to ride through fresh powdery snow for real. It's one of the best feelings that snowboarding can give you.

So hit the white stuff this Christmas and have an ice-cool Yule!



● **FUN ON THE ICE:** The National Ice Skating Association are co-ordinating a National Learn to Skate Programme. Contact your local ice-rink to find out if they are taking part.

THE LUCKY WINNERS



● **WINNER:** Lewis Whitmill, with his Raleigh Max mountain bike

CONGRATULATIONS to Lewis Whitmill who was the lucky winner of the 'Find The Buried Treasure' competition in the August issue - he has won a fantastic Raleigh Max mountain bike.

The winners of September's Power Rangers competition were Thomas Jenkins, David Burdess, Jade Fraser, Shane Hicks, Samuel Whiteley, Amie Wingrove, Daniel Shaw, Emma Roberts, Jack Reid, Jodie Savory, Alex Parrott, Robert Gibson, Nicholas James, Andrew Oakes and Andrew Rich.

JOLLY JOKES

FROM SIMONE (6) and Charlotte (4) Perron, Warminster, Wilts

* Why was the beach wet?
* Because the seaweed

* Why will the world never end?
* 'Cos it's round

* What did the pilot say when he left for work?
* I must fly now

* What wears a coat and pants in the summer?
* A dog

* Why are adults boring?
* Because they're groan-ups
Winter Wind Ups

* How does an Inuit get dressed?
* As quickly as possible

* What do polar bears eat for a snack?
* Ice burgers

* What's black and white and blue all over?
* A zebra at the North Pole

* Who is Santa Claus's wife?
* Mary Christmas!

Pantomime fun for everyone

Membership Application Form

Please enrol me as a member of The Gang Plank Club. I enclose a PO/cheque (payable to Navy News) for £3.25.

Name

Address

Postcode

D.O.B Tel No

Do you have any Brothers ☐ Sisters ☐ Ages ☐

Special Interests: Sport ☐ Music ☐ Film/TV ☐

Friends ☐ Reading ☐

Who does this copy of Navy News belong to?

Parent ☐ Grandparent ☐ Other ☐

We will also accept payment by:-

Visa, Solo, Delta,

Access, Mastercard or Switch

Send your completed form, together with a postal order/cheque for £3.25 to:

Captain Plank's Club, Navy News, HMS Nelson, Portsmouth PO1 3HH.

If you would like any further information before applying, call 01705 733558

or 01705 826040 (24-hour answerphone)

or 01705 826040 (24-hour answerphone)

or 01705 826040 (24-hour answerphone)

or 01705 826040 (24-hour answerphone)

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IT'S THE TIME of year for us to say "Oh yes he is" and "It's behind you". Where do we say that, at a pantomime of course!

If you are off to a pantomime near you then read on for some interesting "behind the scenes" facts. Don't forget to enter our great reader offer for you to enjoy a very special pantomime in Wimbledon

We asked the producer of the pantomime in Wimbledon, Paul Elliott these questions:

☐ How many people visit the panto each year?
60,000 people visit the panto in Wimbledon.

☐ How long does it take to write the script?

Only two weeks.

☐ Who makes up the jokes?

I do.

☐ How long does it take to rehearse the panto?

Just two weeks.

☐ Who is your favourite panto character?

Silly Billy in Goldilocks and the Three Bears.

☐ Why is the male lead always played by a woman?
It's not always, and not necessarily in our pantos.

☐ What, in your opinion, is it about panto that makes it so special?

It's the only time an entire family can go out and see a show at a reasonable price and there's entertainment for everybody. I also think it's very British and is all good clean fun.

☐ How long does your panto run for?

Six weeks.

☐ How many pantos have you produced?

I have been in the business since 1969 and I produce about 30 pantomimes a year, all over the country. That makes about 812 all together. (WOW!!!)

☐ How many people are involved in the production process?

Eighty five per panto which includes Cast of ten principals, ten dancers, eight babes, wardrobe, lighting and technical, stagehands, box office and 18 office production staff.

☐ What do panto performers say instead of 'Good Luck'?

Break a leg!!

SPECIAL OFFER LONDONS BIGGEST PANTOMIME

Cinderella
at the

**WIMBLEDON
THEATRE**

Starring

BRITT EKLAND • MELANIE STACE •

GARY BUSHELL AND

KRISS AKABUSI

**A FREE CHILD'S TICKET WHEN YOU
BUY AN ADULT'S TICKET**

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12th 13th 14th 19th 20th only

To claim the above offer you must send or show proof of this advert when booking.

SEND YOUR BOOKINGS TO:-

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WIMBLEDON THEATRE,

THE BROADWAY,

LONDON SW19 1QG

TEL 0181 540 0362

Not retrospective this offer is subject to availability and usual box office conditions.

It cannot be used in conjunction with any other offer

This feature is sponsored by

LOCKHEED MARTIN

